12 NC700S (NM-1)-32MGS600.book 1 ページ ２０１２年４月１８日 水曜日 午後６時１７分

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is resold.

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The vehicle pictured in this owner's manual may not match your actual vehicle.

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Welcome

Congratulations on your purchase of a new Honda motorcycle. Your selection of a Honda makes you part of a worldwide family of satisfied customers who appreciate Honda's reputation for building quality into every product.

To ensure your safety and riding pleasure:
- Read this owner's manual carefully.
- Follow all recommendations and procedures contained in this manual.
- Pay close attention to safety messages contained in this manual and on the motorcycle.
- The following codes in this manual indicate each country.
- The illustrations here in are based on the NC700SA ED type.

Country Codes

Code	Country
NC700S	
III E	UK
II F	France
II ED	European direct sales
U	Australia, New Zealand
NC700SA	
III E	UK
II F	France
ED, II ED	European direct sales
U	Australia, New Zealand
NC700SD	
III E	UK
II F	France
II ED	European direct sales
U	Australia, New Zealand

*The specifications may vary with each locale.

A Few Words About Safety

Your safety, and the safety of others, is very important. Operating this motorcycle safely is an important responsibility.
To help you make informed decisions about safety, we have provided operating procedures and other information on safety labels and in this manual. This information alerts you to potential hazards that could hurt you or others.
Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgement.

You will find important safety information in a variety of forms, including:

- Safety labels on the motorcycle
- Safety Messages preceded by a safety alert symbol and one of three signal words: DANGER, WARNING, or CAUTION. These signal words mean:

⚠DANGER

You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.

⚠WARNING

You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.

⚠CAUTION

You CAN be HURT if you don't follow instructions.

Other important information is provided under the following titles:

NOTICE Information to help you avoid damage to your motorcycle, other property, or the environment.

Contents

Motorcycle Safety	P. 2
Operation Guide	P. 18
Maintenance	P. 48
Troubleshooting	P. 92
Information	P. 114
Specifications	P. 126
Index	P. **129**

12 NC700S (NM-1)-32MGS600.book 2 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Motorcycle Safety

This section contains important information for safe riding of your motorcycle. Please read this section carefully.

Safety Guidelines .....P. 3
Image Labels.....P. 6
Safety Precautions .....P. 11
Riding Precautions .....P. 12
Accessories & Modifications.....P. 16
Loading .....P. 17

12 NC700S (NM-1)-32MGS600.book 3 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Safety Guidelines

Follow these guidelines to enhance your safety:

- Perform all routine and regular inspections specified in this manual.
- Stop the engine and keep sparks and flame away before filling the fuel tank.
- Do not run the engine in enclosed or partly enclosed areas. Carbon monoxide in exhaust gases is toxic and can kill you.

Always Wear a Helmet

It's a proven fact: helmets and protective apparel significantly reduce the number and severity of head and other injuries. So always wear an approved motorcycle helmet and protective apparel. ➡P. 11

Before Riding

Make sure that you are physically fit, mentally focused and free of alcohol and drugs. Check that you and your passenger are both wearing an approved motorcycle helmet and protective apparel. Instruct your passenger on holding onto the grab rails, leaning with you in turns, and keeping their feet on the footpegs, even when the motorcycle is stopped.

Take Time to Learn & Practice

Even if you have ridden other motorcycles, practice riding in a safe area to become familiar with how this motorcycle works and handles, and to become accustomed to the motorcycle's size and weight.

Ride Defensively

Always pay attention to other vehicles around you, and do not assume that other drivers see you. Be prepared to stop quickly or perform an evasive maneuver.

continued

12 NC700S (NM-1)-32MGS600.book 4 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Make Yourself Easy to See

Make yourself more visible, especially at night, by wearing bright reflective clothing, positioning yourself so other drivers can see you, signaling before turning or changing lanes, and using your horn when necessary.

Ride within Your Limits

Never ride beyond your personal abilities or faster than conditions warrant. Fatigue and inattention can impair your ability to use good judgement and ride safely.

Don't Drink and Ride

Alcohol and riding don't mix. Even one alcoholic drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. Don't drink and ride, and don't let your friends drink and ride either.

Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (P. 17), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (P. 16).

If You are Involved in a Crash

Personal safety is your first priority. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. Call for emergency assistance if needed. Also follow applicable laws and regulations if another person or vehicle is involved in the crash.

If you decide to continue riding, first evaluate the condition of your motorcycle. If the engine is still running, turn it off. Inspect for fluid leaks,

12 NC700S (NM-1)-32MGS600.book 5 ページ ２０１２年４月１８日 水曜日 午後６時１７分

check the tightness of critical nuts and bolts, and check the handlebar, control levers, brakes, and wheels. Ride slowly and cautiously.
Your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a qualified service facility as soon as possible.

Carbon Monoxide Hazard

Exhaust contains poisonous carbon monoxide, a colourless, odorless gas. Breathing carbon monoxide can cause loss of consciousness and may lead to death.

If you run the engine in confined or even partly enclosed area, the air you breathe could contain a dangerous amount of carbon monoxide. Never run your motorcycle inside a garage or other enclosure.

⚠WARNING

Carbon monoxide gas is toxic. Breathing it can cause unconsciousness and even kill you.

Avoid any areas or activities that expose you to carbon monoxide.

12 NC700S (NM-1)-32MGS600.book 6 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Image Labels

The following pages describe the label meanings. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read this information carefully and don't remove the labels.

If a label comes off or becomes hard to read, contact your dealer for a replacement.

There is a specific symbol on each label. The meanings of each symbol and label are as follows.

Read instructions contained in Owner's Manual carefully.

Read instructions contained in Shop Manual carefully. In the interest of safety, take the motorcycle to be serviced only by your dealer.

DANGER (with RED background)
You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.
WARNING (with ORANGE background)
You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.
CAUTION (with YELLOW background)
You CAN be HURT if you don't follow instructions.

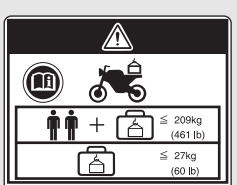
12 NC700S (NM-1)-32MGS600.book 7 ページ ２０１２年４月１８日 水曜日 午後６時１７分

BATTERY LABEL
DANGER

- Keep flame and spark away from the battery. Battery produce explosive gas that can cause explosion.
- Wear the eye protection and rubber gloves when handling the battery, or you can get burned or lose your eyesight by the battery electrolyte.
- Do not allow children and other people to touch a battery unless they understand proper handling and hazards of the battery very well.
- Handle the battery electrolyte with extreme care as it contains dilute sulfuric acid. Contact with your skin or eyes can burn you or cause loss of your eyesight.
- Read this manual carefully and understand it before handling the battery. Neglect of the instructions can cause personal injury and damage to the motorcycle.
- Do not use a battery with the electrolyte at or below the lower level mark. It can explode causing serious injury.

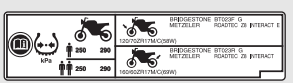
continued

RADIATOR CAP LABEL
DANGER
NEVER OPEN WHEN HOT.
Hot coolant will scald you.
Relief pressure valve begins to open at **108 kPa**.



ACCESSORIES AND LOADING WARNING LABEL
WARNING
ACCESSORIES AND LOADING
- The safety stability and handling of this motorcycle may be affected by the addition of accessories and luggage.
- Read carefully the instructions contained in user's manual and installation guide before installing any accessory.
- The total weight of accessories and luggage added to rider's and passenger's weight should not exceed **209 kg (461 lb)**, which is the maximum weight capacity.
- The luggage weight must not exceed **27 kg (60 lb)** under any circumstances.
- The fitting of large fork-mounted or large handlebar mounted fairing is not recommended.

REAR CUSHION LABEL
GAS FILLED
Do not open. Do not heat.



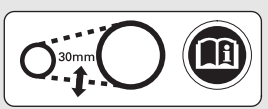
TYRE INFORMATION LABEL
Cold tyre pressure:
[Driver only]
Front **250 kPa (2.50 kgf/cm², 36 psi)**
Rear **290 kPa (2.90 kgf/cm², 42 psi)**
[Driver and passenger]
Front **250 kPa (2.50 kgf/cm², 36 psi)**
Rear **290 kPa (2.90 kgf/cm², 42 psi)**
Tyre size:
Front **120/70ZR17M/C (58W)**
Rear **160/60ZR17M/C (69W)**

Tyre brand:	BRIDGESTONE	METZELER
Front	**BT023F G**	**ROADTEC Z8 INTERACT E**
Rear	**BT023R G**	**ROADTEC Z8 INTERACT**

continued

Image Labels

SAFETY REMINDER LABEL
For your protection, always wear helmet, protective apparel.
FUEL LABEL
Unleaded petrol only



DRIVE CHAIN LABEL
Keep chain adjusted and lubricated.
25 to 35 mm (1.0 to 1.4 in) Freeplay

CARGO LIMIT LABEL
Do not exceed **5.0 kg (11.0 lb)**

12 NC700S (NM-1)-32MGS600.book 11 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Safety Precautions

- Ride cautiously and keep your hands on the handlebar and feet on the footpegs.
- Keep passenger's hands onto the grab rails, passenger's feet on the footpegs while riding.
- Always consider the safety of your passenger, as well as other drivers and riders.

Protective Apparel

Make sure that you and any passenger are wearing an approved motorcycle helmet, eye protection, and high-visibility protective clothing. Ride defensively in response to weather and road conditions.

Helmet

Safety-standard certified, high-visibility, correct size for your head

- Must fit comfortably but securely, with the chin strap fastened
- Face shield with unobstructed field of vision or other approved eye protection

⚠WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Make sure that you and any passenger always wear an approved helmet and protective apparel.

Gloves

Full-finger leather gloves with high abrasion resistance

Boots or Riding Shoes

Sturdy boots with non-slip soles and ankle protection

Jacket and Trousers

Protective, highly visible, long-sleeved jacket and durable trousers for riding (or a protective suit).

12 NC700S (NM-1)-32MGS600.book 12 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Riding Precautions

Running-in Period

During the first 500 km (300 miles) of running, follow these guidelines to ensure your motorcycle's future reliability and performance.

- Avoid full-throttle starts and rapid acceleration.
- Avoid hard braking and rapid down-shifts.
- Ride conservatively.

Brakes

Observe the following guidelines:

- Avoid excessively hard braking and down-shifts.
  - ▶ Sudden braking can reduce the motorcycle stability.
  - ▶ Where possible, reduce speed before turning; otherwise you risk sliding out.
- Exercise caution on low traction surfaces.
  - ▶ The tyres slip more easily on such surfaces and braking distances are longer.
- Avoid continuous braking.
  - ▶ Repeated braking, such as when descending long, steep slopes can seriously overheat the brakes, reducing their effectiveness. Use engine braking with intermittent use of the brakes to reduce speed.

12 NC700S (NM-1)-32MGS600.book 13 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Combined ABS (NC700SA/SD)

Your motorcycle is equipped with a brake system that distributes the braking force between the front and rear brakes.
The distribution of the braking force applied to the front and rear brakes is different when operating the lever only and when operating the pedal only.
For full braking effectiveness, operate both the lever and pedal together.

This model is also equipped with an Anti-lock Brake System (ABS) designed to help prevent the brakes from locking up during hard braking. Always use the recommended tyres to ensure correct ABS operation.

- ABS does not reduce braking distance. In certain circumstances, ABS may result in a longer stopping distance.
- ABS does not function at speeds below 10 km/h (6 mph).
- The brake lever and pedal may recoil slightly when applying the brakes. This is normal.

Engine Braking

Engine braking helps slow your motorcycle down when you release the throttle. For further slowing action, downshift to a lower gear. Use engine braking with intermittent use of the brakes to reduce speed when descending long, steep slopes.

Wet or Rainy Conditions

Road surfaces are slippery when wet, and wet brakes further reduce braking efficiency. Exercise extra caution when braking in wet conditions.
If the brakes get wet, apply the brakes while riding at low speed to help them dry.

continued

Parking

- Park on a firm, level paved surface.
- If you must park on a slight incline or loose surface, park so that the motorcycle cannot move or fall over.
- Make sure that high-temperature parts cannot come into contact with flammable materials.
- Do not touch the engine, muffler, brakes and other high-temperature parts until they cool down.
- To reduce the likelihood of theft, always lock the handlebar and remove the key when leaving the motorcycle unattended. Use of an anti-theft device is also recommended.

Parking with the Side Stand

1. Stop the engine.
2. Push the side stand down.
3. Slowly lean the motorcycle to the left until its weight rests on the side stand.
4. Turn the handlebar fully to the left.
▶ Turning the handlebar to the right reduces stability and may cause the motorcycle to fall.
5. Turn the ignition switch to the LOCK position and remove the key. P. 31

12 NC700S (NM-1)-32MGS600.book 15 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Refuelling and Fuel Guidelines

Follow these guidelines to protect the engine and catalytic converter:

- Use only unleaded petrol.
- Use recommended octane number. Using lower octane petrol will result in decreased engine performance.
- Do not use fuels containing a high concentration of alcohol. P. 118
- Do not use stale or contaminated petrol or an oil/petrol mixture.
- Avoid getting dirt or water in the fuel tank.

12 NC700S (NM-1)-32MGS600.book 16 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Accessories & Modifications

We strongly advise that you do not add any accessories that were not specifically designed for your motorcycle by Honda or make modifications to your motorcycle from its original design. Doing so can make it unsafe. Modifying your motorcycle may also void your warranty and make your motorcycle illegal to operate on public roads and highways. Before deciding to install accessories on your motorcycle be certain the modification is safe and legal.

⚠WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Do not pull a trailer with, or attach a sidecar to, your motorcycle. Your motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

12 NC700S (NM-1)-32MGS600.book 17 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Loading

- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.
- Avoid carrying an excessive load and keep within specified load limits.
  Maximum weight capacity / Maximum luggage weight P. 126
- Tie all luggage securely, evenly balanced and close to the centre of the motorcycle.
- Do not place objects near the lights or the muffler.

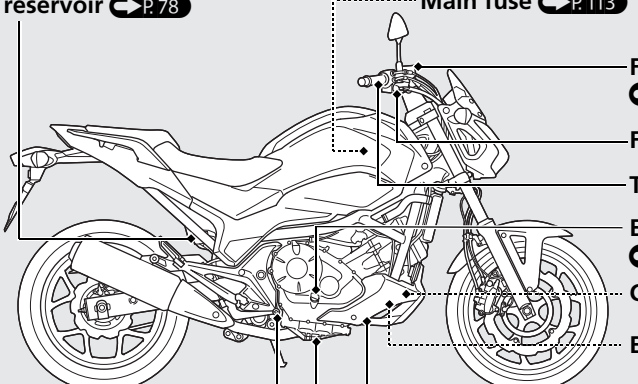
⚠WARNING

Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.

Parts Location

(NC700S/SA)



Rear brake fluid reservoir P. 78

Battery P. 69

Main fuse P. 113

Front brake fluid reservoir P. 78

Front brake lever

Throttle grip P. 89

Engine oil fill cap/dipstick P. 70

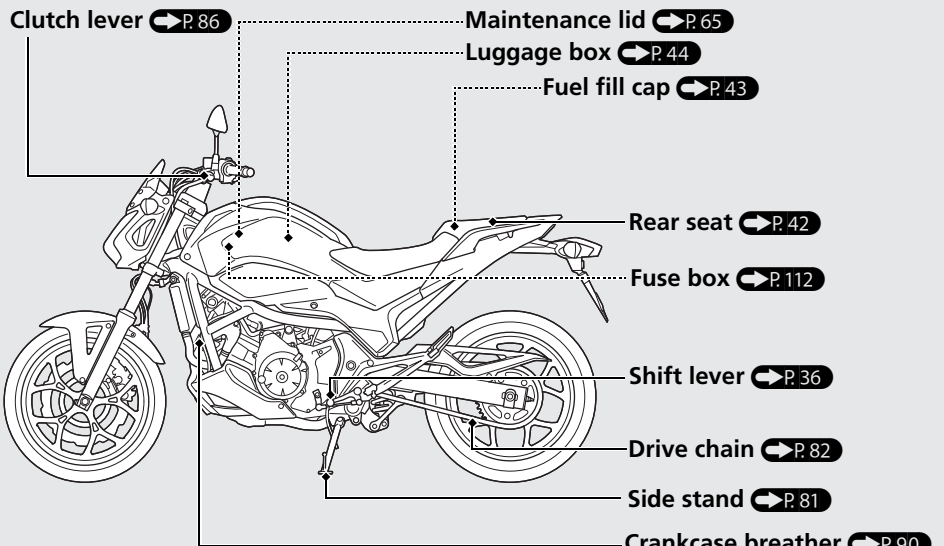
Coolant reserve tank P. 76

Engine oil filter P. 72

Lower cowl P. 66

Engine oil drain bolt P. 72

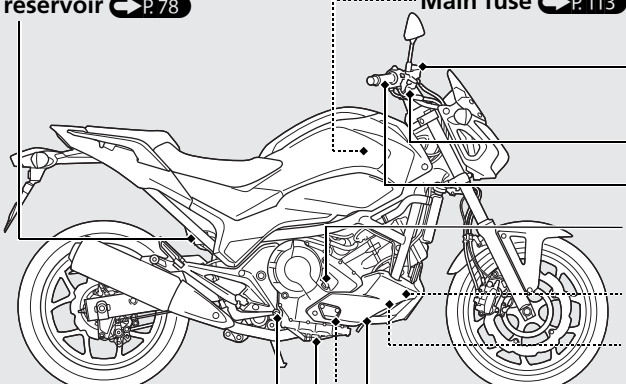
Rear brake pedal


Clutch lever P. 86
Maintenance lid P. 65
Luggage box P. 44
Fuel fill cap P. 43
Rear seat P. 42
Fuse box P. 112
Shift lever P. 36
Drive chain P. 82
Side stand P. 81
Crankcase breather P. 90

continued

Parts Location *(Continued)*

(NC700SD)



Rear brake fluid reservoir P. 78

Battery P. 69

Main fuse P. 113

Front brake fluid reservoir P. 78

Front brake lever

Throttle grip P. 89

Engine oil fill cap/dipstick P. 70

Coolant reserve tank P. 76

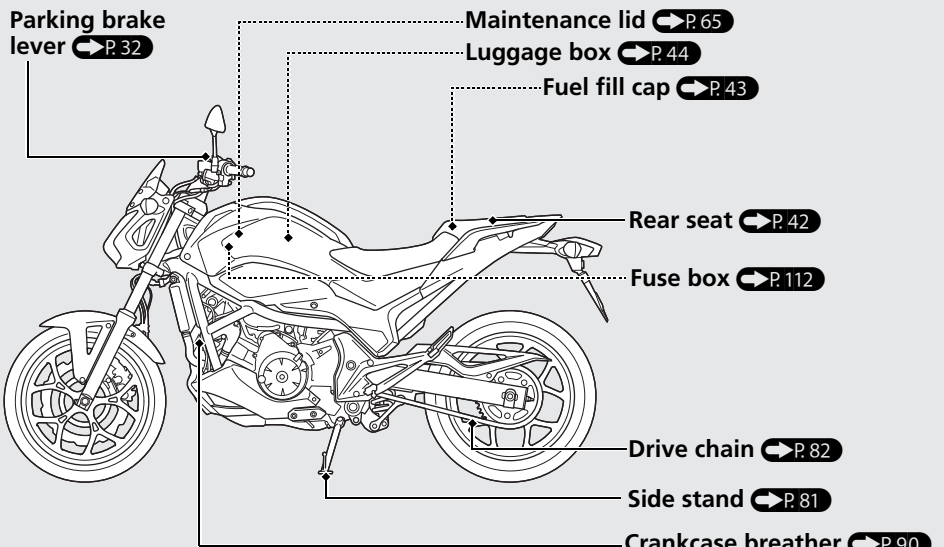
Engine oil filter P. 72

Lower cowl P. 67

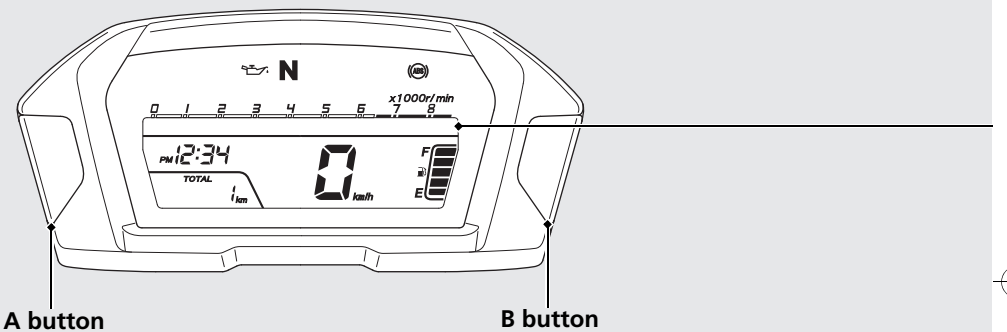
Clutch oil filter P. 74

Engine oil drain bolt P. 72

Rear brake pedal


Parking brake lever P. 32
Maintenance lid P. 65
Luggage box P. 44
Fuel fill cap P. 43
Rear seat P. 42
Fuse box P. 112
Drive chain P. 82
Side stand P. 81
Crankcase breather P. 90

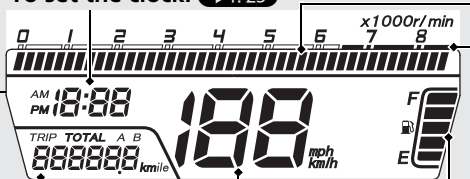
Instruments



Display Check

When the ignition switch is turned on, all the mode and digital segments will show, and the tachometer segment progress to maximum scale and then disappear.

If any part of these displays does not come on when it should, have your dealer check for problems.



Clock (12-hour display)
To set the clock: P. 25

Tachometer

NOTICE
Do not operate the engine in the tachometer red zone. Excessive engine speed can adversely affect engine life.

Tachometer red zone
(excessive engine rpm range)

Speedometer

Odometer [TOTAL] & Tripmeter [TRIP A/B]
A button switches between odometer & tripmeters at the ordinary display.

- Odometer: Total distance ridden.
- Tripmeter: Distance ridden since tripmeter was reset (press and hold B button to reset to 0.0 km/mile).

Fuel gauge
Remaining fuel when only 1st (E) segment starts flashing: approximately 2.9 litres (0.77 US gal, 0.64 Imp gal)

If the fuel gauge indicator repeat flashing or turned off: P. 98

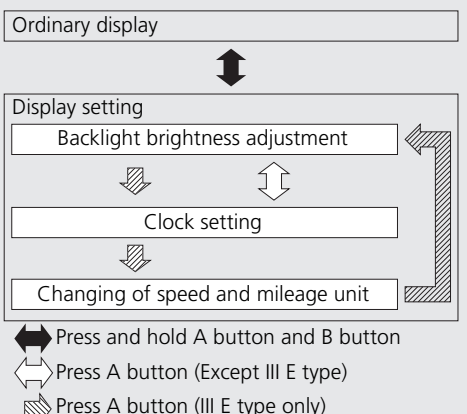
continued

Instruments *(Continued)*

Display Setting

You can adjust the three settings.

- Backlight brightness adjustment
- Clock setting
- (III E type only) Changing of speed and mileage unit


Ordinary display
Display setting
Backlight brightness adjustment
Clock setting
Changing of speed and mileage unit
Press and hold A button and B button
Press A button (Except III E type)
Press A button (III E type only)

In addition, to move the ordinary display at display setting.

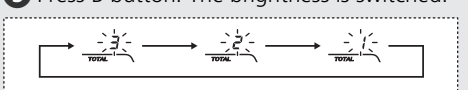
- The button is not pressed for about 30 seconds
- Turn the ignition switch off and then on

Each setting will be cancelled if the A button is not pressed.

1 Backlight brightness adjustment:

You can adjust the brightness three levels.

1. Turn the ignition switch to ON.
2. Press and hold A button and B button until the minute digit displays the brightness level.
3. Press B button. The brightness is switched.



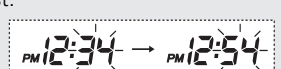
4. Press A button. The backlight is set, and then the display moves to the clock setting.

2 To set the clock:

1. After backlight brightness adjustment, the hour digits start flashing.
2. Press B button until the desired hour and AM/PM are displayed.
   ▶ Press and hold to advance the hour fast.

3. Press A button. The minute digits start flashing.

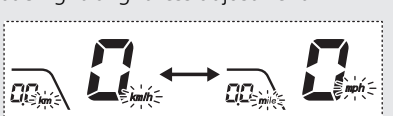
4. Press B button until the desired minute is displayed.
   ▶ Press and hold to advance the minute fast.



5. **(Except III E type)**
   Press A button. The clock is set, and then the display returns to the backlight brightness adjustment.
   (III E type only)
   Press A button. The clock is set, and then the display moves to the changing of the speed and mileage unit.

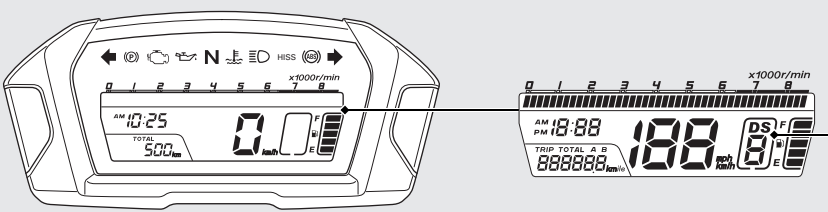
3 (III E type only) Changing the speed and mileage unit:

1. After clock setting, the speed and mileage unit start flashing.
2. Press B button to select either “km/h” and “km” or “mph” and “mile”.
3. Press A button. The speed and mileage unit is set, and then the display returns to the backlight brightness adjustment.



Instruments *(Continued)*

(NC700SD only)



D indicator
Comes on when the D mode is selected in the AT MODE. P. 40
S indicator
Comes on when the S mode is selected in the AT MODE. P. 40
Gear position indicator
The gear position is shown in the gear position indicator when the D, S mode or MT MODE are selected.
▶ "-" appears for a few seconds and then goes off when the engine starts.
▶ "-" flashes when the engine stop switch position is changed from RUN ◯ to OFF ⊠ position with the ignition switch on.
▶ "-" flashes when the ignition switch is turned on with the engine stop switch OFF ⊠ position.

The indicator may flash if:
▶ The front wheel leaves the ground.
▶ You turn the wheel while the motorcycle is upright on the stand.
This is normal. To operate the system again, turn the ignition switch off, then on again.

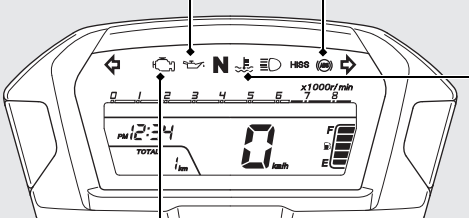
If the "-" indicator is blinking in the gear position window while riding: P. 97

continued

Indicators

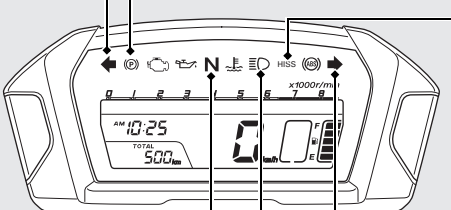
Low oil pressure indicator
Comes on when the ignition switch is turned on.
Goes off when the engine starts.
If it comes on while engine is running: P. 95

ABS (Anti-lock Brake System) indicator (NC700SA/SD only)
Comes on when the ignition switch is turned on.
Goes off when your speed reaches approximately 10 km/h (6 mph).
If it comes on while riding: P. 96



High coolant temperature indicator
If it comes on while riding: P. 94

PGM-FI (Programmed Fuel Injection) malfunction indicator lamp (MIL)
Comes on briefly when the ignition switch is turned on with the engine stop switch in the RUN position. Comes on when the ignition switch is turned on with the engine stop switch in the OFF position.
If it comes on while engine is running: P. 95



⇦ Left turn signal indicator

Ⓟ Parking brake indicator (NC700SD only)
Lights as a reminder that you have not released the parking brake lever.

HISS indicator P. 116
- Comes on briefly when the ignition switch is turned on. Goes off if the ignition key has the correct coding.
- Flashes every 2 seconds for 24 hours when the ignition switch is turned off.

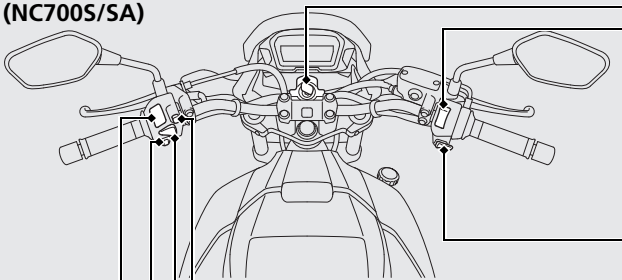
⇨ Right turn signal indicator

High beam indicator

N Neutral indicator
Comes on when the transmission is in Neutral.

Switches

(NC700S/SA)



Engine stop switch
Should normally remain in the RUN position.
▶ In an emergency, switch to the OFF position to stop the engine.

Start button

Hazard switch
Switchable when the ignition switch is on. Can be turned to off regardless of the ignition switch position.
▶ The signals continue flashing with the ignition switch is OFF or LOCK after the hazard switch is on.

Horn button

Turn signal switch
▶ Pressing the switch turns the turn signal off.

Headlight dimmer/ Passing light control switch
- : High beam
- : Low beam
- **PASS** : Flashes the high beam headlight.

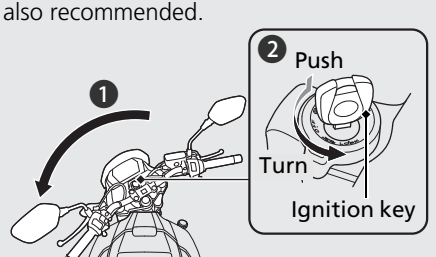
Ignition Switch
Switches the electrical system on/off, locks the steering.

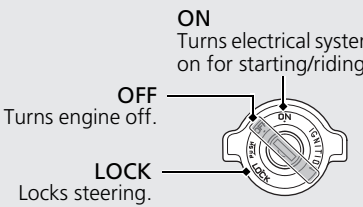
▶ Key can be removed when in the OFF or LOCK position.

Steering Lock

Lock the steering when parking to help prevent theft.

A U-shaped wheel lock or similar device is also recommended.





Locking

1. Turn the handlebar all the way to the left.
2. Push the key down, and turn the ignition switch to the LOCK position.
   ▶ Jiggle the handlebar if the lock is difficult to engage.
3. Remove the key.

Unlocking

Insert the key, push it in, and turn the ignition switch to the OFF position.

continued

Switches *(Continued)*

(NC700SD)

Parking brake lever and Release button

Be sure the parking brake is applied while parking and warming up the engine.

▶ Make sure the parking brake lever is released before riding.

To apply the parking brake lock

Pull the parking brake lever back to lock the rear wheel.

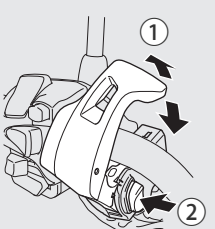
▶ Be sure the release button pops out and parking brake lever is not released.

▶ The parking brake lock will not function if the parking brake is not adjusted properly. P. 80

To release the parking brake lock

Release the parking brake lever by lightly pulling in the lever ((1)) and pressing the release button ((2)).

▶ Before riding, check that the parking brake indicator is turned off and make sure that the parking brake is fully released so there is no drag on the rear wheel.



Hazard switch P. 30

Shift up switch (+)

To shift up the gear. P. 41

Headlight dimmer/ Passing light control switch

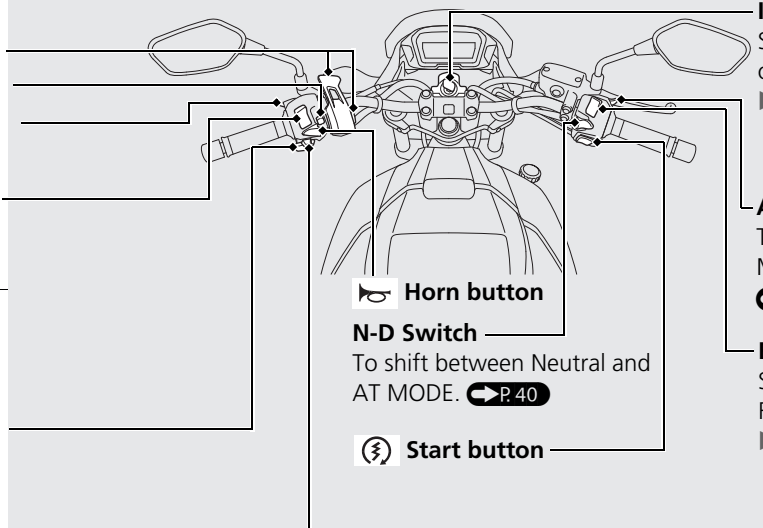
- ≣D : High beam
- ≣D : Low beam
- ≣D**PASS** : Flashes the high beam headlight.

Shift down switch (-)

To shift down the gear. P. 41

Turn signal switch

▶ Pressing the switch turns the turn signal off.



Ignition Switch
Switches the electrical system on/off, locks the steering.
▶ Key can be removed when in the OFF or LOCK position.
Steering Lock P. 31

AT/MT Switch
To shift between the AT MODE and MT MODE.
P. 40

Engine stop switch
Should normally remain in the RUN position.
▶ In an emergency, switch to the OFF position to stop the engine.

Horn button

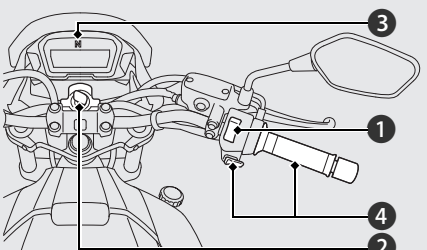
N-D Switch
To shift between Neutral and AT MODE. P. 40

Start button

Starting the Engine

(NC700S/SA)

Start your engine using the following procedure, regardless of whether the engine is cold or warm.



NOTICE

- If the engine does not start within 5 seconds, turn the ignition off and wait 10 seconds before trying to start the engine again for recovery of battery voltage.
- Extended fast idling and revving the engine can damage the engine, and the exhaust system.
- Snapping the throttle or fast idling for more than about 5 minutes may cause exhaust pipe discolouration.

1. Make sure the engine stop switch is in the RUN ⟳ position.
2. Turn the ignition switch to the ON position.
3. Shift the transmission to Neutral (N indicator comes on). Alternatively, pull in the clutch lever to start your motorcycle with the transmission in gear so long as the side stand is raised.
4. Press the start button with the throttle completely closed.

If the engine does not start:

(1) Open the throttle fully and press the start button for 5 seconds.

(2) Repeat the normal starting procedure.

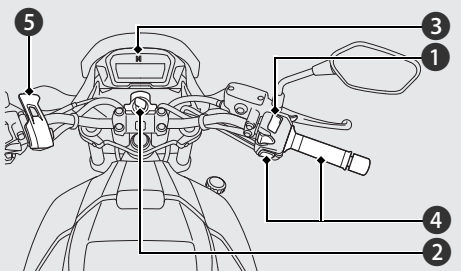
(3) If the engine starts, open the throttle slightly if idling is unstable.

(4) If the engine does not start, wait 10 seconds before trying steps (1) & (2) again.

If Engine Will Not Start P. 93

(NC700SD)

Start your engine using the following procedure, regardless of whether the engine is cold or warm.



NOTICE

- If the engine does not start within 5 seconds, turn the ignition off and wait 10 seconds before trying to start the engine again for recovery of battery voltage.
- Extended fast idling and revving the engine can damage the engine, and the exhaust system.
- Snapping the throttle or fast idling for more than about 5 minutes may cause exhaust pipe discolouration.

1. Make sure the engine stop switch is in the RUN ◯ position.
2. Turn the ignition switch to the ON position.
3. Check the transmission in Neutral (N indicator comes on).
4. Press the start button with the throttle completely closed.
5. Make sure the parking brake lever is released before riding.

If Engine Does Not Start P. 34

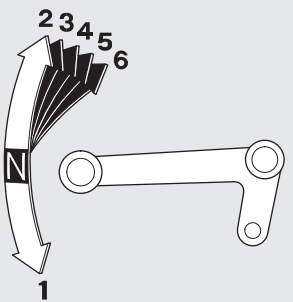
When you stop the engine

1. To stop the engine, put gear to Neutral (N indicator comes on).
   ▶ If you turn the ignition switch to the OFF position when the motorcycle in gear, the engine will shut off with the clutch disengaged.
2. Turn the ignition switch off.
3. Pull the parking brake lever when you park the motorcycle.

Shifting Gears

(NC700S/SA)

Your motorcycle transmission has six forward gears in a one-down, five-up shift pattern.



If you put the motorcycle in gear with the side stand down, the engine will shut off.

(NC700SD)

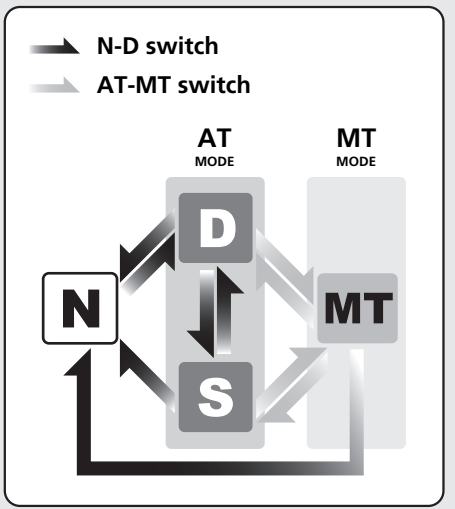
Your motorcycle is equipped with an automatically controlled 6-speed transmission. It can be shifted automatically (by AT MODE) or manually (by MT MODE).

Dual Clutch Transmission

In order to respond to rider demands in a broad range of situations, the transmission is equipped with three operating modes, AT MODE (including D mode for regular operation and S mode for sporty riding); and MT MODE (MT mode for a 6-speed manual operation), which delivers the same shift feel as a manual transmission.

► Always use the recommended tyres and sprockets to ensure correct the Dual Clutch Transmission operation.

The Dual Clutch Transmission system runs a self check immediately after starting the engine. "-" appears in the gear position indicator window for a few seconds, then goes out. While "-" appears, you cannot shift into gear.



continued

Shifting Gears *(Continued)*

Neutral (N): Neutral is selected automatically when you turn the ignition switch to on.

If neutral is not selected when you turn the ignition switch to on:

- ▶ Turn the ignition off and on again.
- ▶ If neutral is still not selected after turning the engine off then on again. P.97

You may hear (click) noises when the transmission shifts to Neutral (N). This is normal.

When you can change between N and D

- ▶ Motorcycle is stopped and the engine is idling.
- ▶ Throttle is completely off. It is not possible to change from Neutral to D mode while the throttle is applied.
- ▶ You cannot change between N and D mode while the wheels are rotating.
- ▶ Side stand is raised.

NOTICE

- To prevent clutch damage, do not use the throttle to keep the motorcycle stopped uphill.

AT MODE: In this mode the gears are shifted automatically according to your riding conditions.
And also using the shift up switch (+) or shift down switch (-), you can temporarily shift up or down. These switches are convenient when you want to temporarily down-shift in front of a curve, etc. P. 41
You can choose between two modes within AT MODE: D mode and S mode.
D mode (AT): This is the standard mode when AT MODE is selected. Select D mode for regular operation and efficient fuel economy.
S mode (AT): Select this mode while riding in AT MODE when you need more power, such as when overtaking, climbing hills, pulling away.

MT MODE: MT MODE (6-speed manual operation) You can choose between 6 gears in this mode.

Shifting Gears *(Continued)*

Changing between Neutral and AT/MT

Changing from Neutral (N) to AT MODE

Press the D/S side of the N-D switch (①). The D mode indicator comes on, "1" is shown in the gear position indicator and first gear is selected.

Changing from AT or MT MODE to Neutral

Press N on the N-D switch (②).

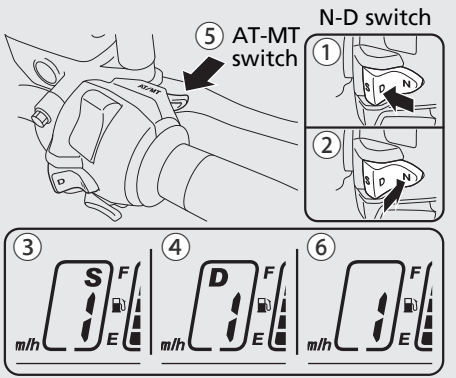
Changing between D mode and S mode while in AT MODE

Press the D/S side of the N-D switch. The S or D mode indicator comes on (③, ④).

Changing between AT MODE and MT MODE

Press the AT/MT switch (⑤).

The S or D indicator goes out while MT MODE is selected (⑥).



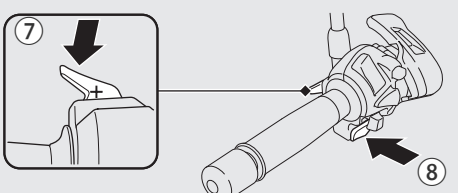
Riding in MT MODE

Shift up and down with the + and - switch. The selected gear is shown on the gear position indicator.

- ▶ If the MT MODE is selected, the transmission does not shift up automatically. Do not allow the engine revs to go into the red zone.
- ▶ The transmission automatically shifts down when you slow down, even in MT MODE.
- ▶ You will start from 1st gear even if MT MODE is selected.

Gear shift operation

Shifting Up:
Press the shift up switch (+) ((7)).
Shifting Down:
Press the shift down switch (-) ((8)).
You cannot continue shifting gear by keeping the shift switch pressed.
To continue shifting gear release the switch and press it again.



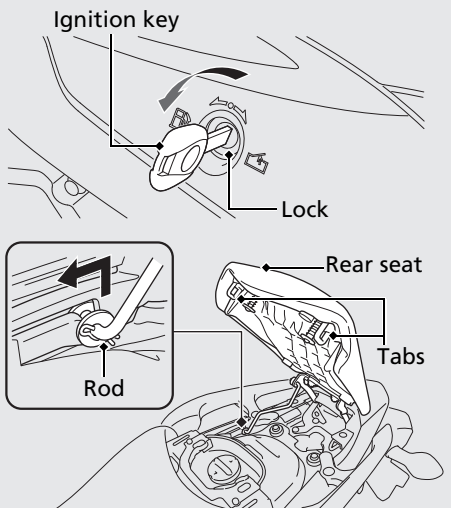
Shift Limit

You can't shift gear down if the engine revs exceed the limit.

Refuelling

This motorcycle must be opened the rear seat for refuelling.

Rear Seat



Open

1. Insert the ignition key into the lock, and turn the key counterclockwise.
2. Pull up the front of the rear seat.

Close

1. Pull up the rod upward.
2. Push down the front of the rear seat until it locks in place.
   - ▶ Make sure that the tabs are locked securely in position to pull up the front of the rear seat lightly.
   - ▶ The seat locks automatically when closed. Take care not to lock your key in the compartment under the rear seat.
3. Remove the key.

Fuel type: Unleaded petrol only
Fuel octane number: Your motorcycle is designed to use Research Octane Number (RON) 91 or higher.
Tank capacity: 14.1 litres (3.73 US gal, 3.10 lmp gal)

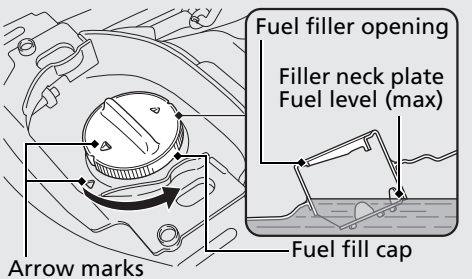
Refuel and Fuel Guideline P. 15

Opening the Fuel Fill Cap

1. Open the rear seat. P. 42
2. Turn the fuel fill cap counterclockwise until it stops and remove the cap.

Closing the Fuel Fill Cap

(1) Install and tighten the fuel fill cap firmly by turning it clockwise.
▶ Make sure that the arrow marks on the cap and fuel tank are aligned.
(2) Close the rear seat.



Do not fill with fuel above the plate.

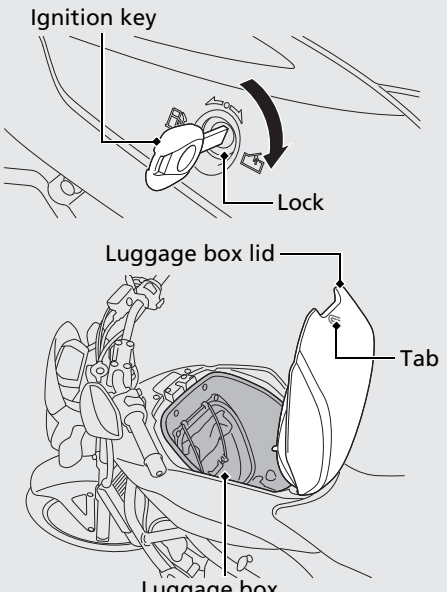
⚠WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine, and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

Storage Equipment

Luggage Box



Open

1. Insert the ignition key into the lock, and turn the key clockwise.
2. Pull up the front of the luggage box lid.

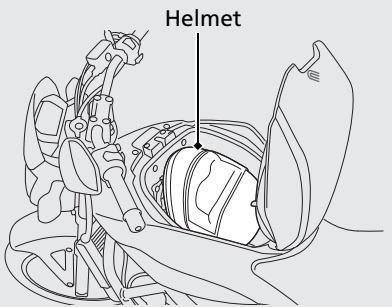
Close

1. Push down the front of the luggage box lid until it locks in place.
   - ▶ Make sure that the tab is locked securely in position to pull up the front of the luggage box lid lightly.
   - ▶ The lock automatically when closed. Take care not to lock your key in the luggage box.
2. Remove the key.

Never exceed the maximum weight limit.
Maximum Weight: 5.0 kg (11.0 lb)

- ▶ Do not store any items that are flammable or susceptible to heat damage.

A helmet can be stored in the luggage box.
Set in the front of the helmet upward.



▶ Some helmets may not fit in the compartment due to their size or design.

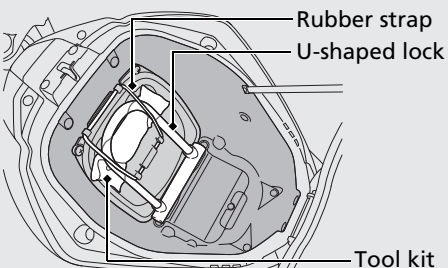
Opening the luggage box. P. 44

continued

Storage Equipment *(Continued)*

Tool Kit/U-shaped Lock

The tool kit is located on the maintenance lid (in the luggage box) by the rubber strap. There is also space to store a U-shaped lock.



▶ The U-shaped lock is held in place on the maintenance lid.

▶ Some U-shaped locks may not fit in the compartment due to their size or design.

Opening the luggage box. P. 44

Document Bag

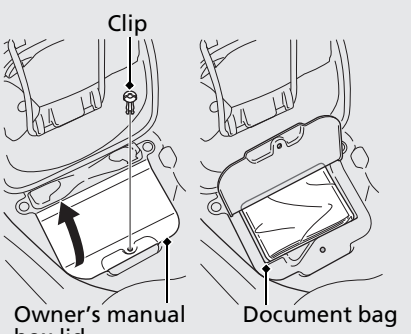
The document bag is located in the owner's manual box (in the luggage box).

Opening the owner's manual Box

1. Remove the clip. P. 68
2. Open the owner's manual box lid.

Closing owner's manual Box

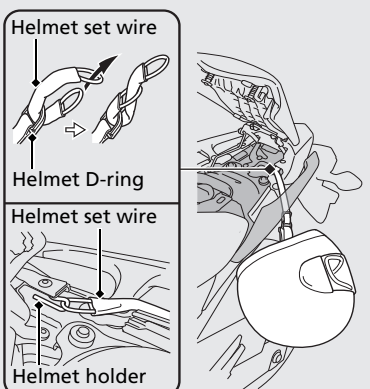
1. Close the owner's manual box lid.
2. Install the clip.



Helmet holder

The helmet holder is located under the rear seat.

A helmet set wire is in the tool kit.



▶ Use the helmet holder only when parked.

Opening the rear seat. P. 42

⚠WARNING

Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed.

Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.

Maintenance

Please read “Importance of Maintenance” and “Maintenance Fundamentals” carefully before attempting any maintenance. Refer to “Specifications” for service data.

Importance of Maintenance ..... P. 49
Maintenance Schedule ..... P. 50
Maintenance Fundamentals ..... P. 53
Tool Kit ..... P. 64
Removing & Installing Body Components ..... P. 65
- Maintenance Lid ..... P. 65
- Lower Cowl ..... P. 66
- Clip ..... P. 68
- Battery ..... P. 69

Engine Oil ..... P. 70
Coolant ..... P. 76
Brakes ..... P. 78
Side Stand ..... P. 81
Drive Chain ..... P. 82
Clutch ..... P. 86
Throttle ..... P. 89
Crankcase Breather ..... P. 90
Other Adjustments ..... P. 91
- Headlight Aim ..... P. 91
- Brakelight Switch ..... P. 91

Importance of Maintenance

Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety and to protect your investment, obtain maximum performance, avoid breakdowns, and reduce air pollution. Maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, perform the periodic checks specified in the Maintenance Schedule. P. 50

⚠WARNING

Improperly maintaining your motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

Maintenance Safety

Always read the maintenance instructions before you begin each task, and make sure that you have the tools, parts, and skills required. We cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

Follow these guidelines when performing maintenance.

- Stop the engine and remove the key.
- Park your motorcycle on a firm, level surface using the side stand or a maintenance stand to provide support.
- Allow the engine, muffler, brakes, and other high-temperature parts to cool before servicing as you can get burned.
- Run the engine only when instructed, and do so in a well-ventilated area.

Maintenance Schedule

The maintenance schedule specifies the maintenance requirements necessary to ensure safe, dependable performance, and proper emission control.

Maintenance work should be performed in accordance with Honda's standards and specifications by properly trained and equipped technicians. Your dealer meets all of these requirements. Keep an accurate record of maintenance to help ensure that your motorcycle is properly maintained. Make sure that whomever performs the maintenance completes this record.

All scheduled maintenance is considered a normal owner operating cost and will be charged for by your dealer. Retain all receipts. If you sell the motorcycle, these receipts should be transferred with the motorcycle to the new owner.

Honda recommends that your dealer should road test your motorcycle after each periodic maintenance is carried out.

12 NC700S (NM-1)-32MGS600.book 51 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Items		Pre-ride Check P. 53	Frequency *1						Annual Check	Regular Replace	Refer to page
			x 1,000 km	1	12	24	36	48			
			x 1,000 mi	0.6	8	16	24	32			
Fuel Line	🔧				I	I	I	I	I		–
Fuel Level		I									43
Throttle Operation	🔧	I			I	I	I	I	I		89
Air Cleaner *2	🔧					R		R			–
Crankcase Breather *3					C	C	C	C	C		90
Spark Plug	🔧					I		R			–
Valve Clearance	🔧				I	I	I	I			–
Engine Oil		I		R	R	R	R	R	R		70
Engine Oil Filter				R	R	R	R	R	R		72
Clutch Oil Filter			**NC700SD**	R		R		R			74
Engine Idle Speed	🔧			I	I	I	I	I	I		–
Radiator Coolant *4		I			I	I	I	I	I	3 Years	76
Cooling System	🔧				I	I	I	I	I		–
Drive Chain		I		Every 1,000 km (600 mi): I L							82

Maintenance Level

🔧 : Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Shop Manual.

🔧 : Technical. In the interest of safety, have your motorcycle serviced by your dealer.

Maintenance Legend

I : Inspect (clean, adjust, lubricate, or replace if necessary)

L : Lubricate

R : Replace

C : Clean

continued

Maintenance Schedule

Items		Pre-ride Check ➡P. 53	Frequency *1 × 1,000 km	1	12	24	36	48	Annual Check	Regular Replace	Refer to page
			× 1,000 mi	0.6	8	16	24	32			
Drive Chain Slider					I	I	I	I			85
Brake Fluid *4		I			I	I	I	I	I	2 Years	78
Brake Pads Wear		I			I	I	I	I	I		79
Brake System				I	I	I	I	I	I		53
Brakelight Switch					I	I	I	I	I		91
Brake lock operation	🔧		**NC700SD**	I	I	I	I	I			80
Headlight Aim					I	I	I	I	I		91
Lights/Horn		I									–
Engine Stop Switch		I									–
Clutch System		I	**NC700S/SA**	I	I	I	I	I	I		86
Side Stand		I			I	I	I	I	I		81
Suspension	🔧				I	I	I	I	I		–
Nuts, Bolts, Fasteners	🔧			I	I	I	I	I	I		–
Wheels/Tyres	🔧	I			I	I	I	I	I		60
Steering Head Bearings	🔧			I	I	I	I	I	I		–

Notes:

*1 : At higher odometer readings, repeat at the frequency interval established here.

*2 : Service more frequently when riding in unusually wet or dusty areas.

*3 : Service more frequently when riding in rain or at full throttle.

*4 : Replacement requires mechanical skill.

Maintenance Fundamentals

Pre-ride Inspection

To ensure safety, it is your responsibility to perform a pre-ride inspection and make sure that any problem you find is corrected. A pre-ride inspection is a must, not only for safety, but because having a breakdown, or even a flat tyre, can be a major inconvenience.

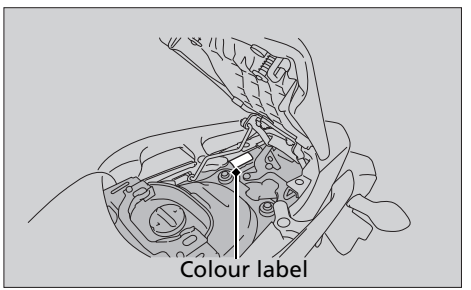
Check the following items before you ride motorcycle:

- Fuel level – Fill fuel tank when necessary. P. 43
- Throttle – Check for smooth opening and full closing in all steering positions. P. 89
- Engine oil level – Add engine oil if necessary. Check for leaks. P. 70
- Coolant level – Add coolant if required. Check for leaks. P. 76
- Drive chain – Check condition and slack, adjust and lubricate if necessary. P. 82
- Brakes – Check operation;
  Front and Rear: check brake fluid level and pads wear. P. 78, 79
- Lights and horn – Check that lights, indicators and horn function properly.
- Engine stop switch – Check for proper function.
- **(NC700S/SA only)**
  Clutch – Check operation;
  Adjust freeplay if necessary. P. 86
- Side stand ignition cut-off system – Check for proper function. P. 81
- Wheels and tyres – Check condition, air pressure and adjust if necessary. P. 60

Replacing Parts

Always use Honda Genuine Parts or their equivalents to ensure reliability and safety.

When ordering coloured components, specify the model name, colour, and code mentioned on the colour label. The colour label is attached to the frame under the rear seat. P. 42



⚠WARNING

Installing non-Honda parts may make your motorcycle unsafe and cause a crash in which you can be seriously hurt or killed.

Always use Honda Genuine Parts or equivalents that have been designed and approved for your motorcycle.

12 NC700S (NM-1)-32MGS600.book 55 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Battery

Your motorcycle has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water. Clean the battery terminals if they become dirty or corroded.

Do not remove the battery cap seals. There is no need to remove the cap when charging.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.

This symbol on the battery means that this product must not be treated as household waste.

NOTICE

An improperly disposed of battery can be harmful to the environment and human health.
Always confirm local regulations for battery disposal.

⚠WARNING

The battery gives off explosive hydrogen gas during normal operation.

A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

Wear protective clothing and a face shield, or have a skilled mechanic do the battery servicing.

Cleaning the Battery Terminals

1. Remove the battery. ➡P. 69
2. If the terminals are starting to corrode and are coated with a white substance, wash with warm water and wipe clean.

continued

3. If the terminals are heavily corroded, clean and polish the terminals with a wire brush or sandpaper. Wear safety glasses.

4. After cleaning, reinstall the battery.

The battery has a limited life span. Consult your dealer about when you should replace the battery. Always replace the battery with another maintenance-free battery of the same type.

NOTICE

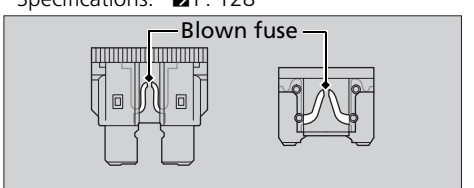
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. P. 112

Inspecting and Replacing Fuses

Turn off the ignition switch to remove and inspect fuses. If a fuse is blown, replace with a fuse of the same rating. For fuse ratings, see "Specifications." P. 128



NOTICE

Replacing a fuse with one that has a higher rating greatly increases the chance of damage to the electrical system.

If a fuse fails repeatedly, you likely have an electrical fault. Have your motorcycle inspected by your dealer.

Engine Oil

Engine oil consumption and oil quality deteriorates according to riding conditions and time elapsed.
Check the engine oil level regularly, and add the recommended engine oil if necessary. Dirty oil or old oil should be changed as soon as possible.

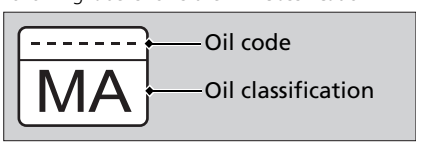
Selecting the Engine Oil

For recommended engine oil, see "Specifications." P. 127

If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

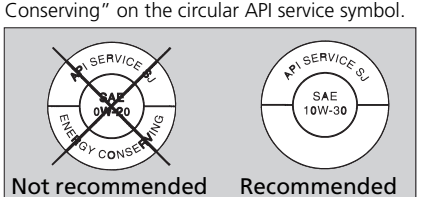
- JASO T 903 standard*1: MA
- SAE standard*2: 10W-30
- API classification*3: SG or higher

*1. The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB. For example, the following label shows the MA classification.



*2. The SAE standard grades oils by their viscosity.

*3. The API classification specifies the quality and performance rating of engine oils. Use SG or higher oils, excluding oils marked as "Energy Conserving" on the circular API service symbol.



Brake Fluid

Do not add or replace brake fluid, except in an emergency. Use only fresh brake fluid from a sealed container. If you do add fluid, have the brake system serviced by your dealer as soon as possible.

NOTICE

Brake fluid can damage plastic and painted surfaces. Wipe up spills immediately and wash thoroughly.

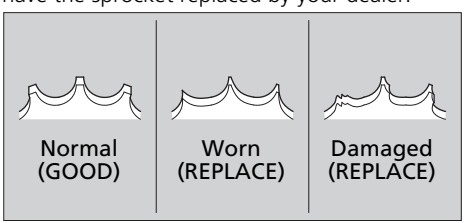
Recommended brake fluid:
Honda DOT 4 Brake Fluid or equivalent

Drive Chain

The drive chain must be inspected and lubricated regularly. Inspect the chain more frequently if you often ride on bad roads, ride at high speed, or ride with repeated fast acceleration.

If the chain does not move smoothly, makes strange noises, has damaged rollers or loose pins or missing O-rings, or kinks, have the chain inspected by your dealer.

Also inspect the engine sprocket and rear wheel sprocket. If either has worn or damaged teeth, have the sprocket replaced by your dealer.



NOTICE

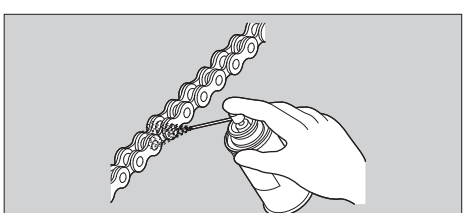
Use of a new chain with worn sprockets will cause rapid chain wear.

12 NC700S (NM-1)-32MGS600.book 59 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Cleaning and Lubricating

After inspecting the slack, clean the chain and sprockets while rotating the rear wheel. Use dry cloth with chain cleaner designed specifically for O-ring chains, or neutral detergent. Use a soft brush if the chain is dirty.
After cleaning, wipe dry and lubricate with the recommended lubricant.

Recommended lubricant:
Drive chain lubricant designed specifically for O-ring chains.



Do not use a steam cleaner, a high pressure cleaner, a wire brush, volatile solvent such as petrol and benzene, abrasive cleaner, chain cleaner or lubricant NOT designed specifically for O-ring chains as these can damage the rubber O-ring seals.
Avoid getting lubricant on the brakes or tyres. Avoid applying excess chain lubricant to prevent spray onto your clothes and the motorcycle.

Recommended Coolant

Pro Honda HP is a pre-mixed solution of antifreeze and distilled water.

Concentration:
50% antifreeze and 50% distilled water

A concentration of antifreeze below 40% will not provide proper corrosion and cold temperature protection.

continued

A concentration of up to 60% will provide better protection in colder climates.

NOTICE

Using coolant not specified for aluminium engines or ordinary tap water can cause corrosion.

Crankcase Breather

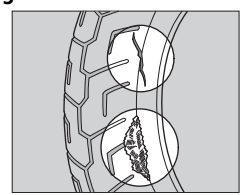
Service more frequently when riding in rain, at full throttle, or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the drain tube.

Tyres (Inspecting/Replacing)

Checking the Air Pressure

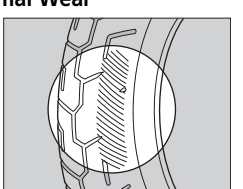
Visually inspect your tyres and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tyres look low. Always check air pressure when your tyres are cold.

Inspecting for Damage



Inspect the tyres for cuts, slits, or cracks that exposes fabric or cords, or nails or other foreign objects embedded in the side of the tyre or the tread. Also inspect for the bumps or bulges in the side walls of the tyres.

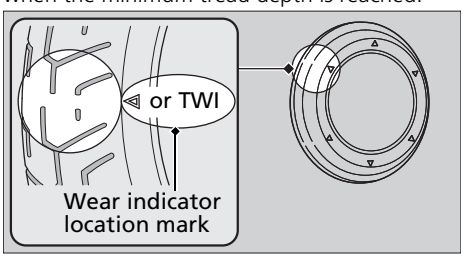
Inspecting for Abnormal Wear



Inspect the tyres for signs of abnormal wear on the contact surface.

Inspecting Tread Depth

Inspect the tread wear indicators. If they become visible, replace the tyres immediately. For safe riding, you should replace the tyres when the minimum tread depth is reached.



⚠WARNING

Riding on tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tyre inflation and maintenance.

Germany

German law prohibits use of tyres whose tread depth is less than 1.6 mm.

continued

Have your tyres replaced by your dealer.
For recommended tyres, air pressure and minimum tread depth, see "Specifications." P. 127
Follow these guidelines whenever you replace tyres.

- Use the recommended tyres or equivalents of the same size, construction, speed rating, and load range.
- Have the wheel balanced with Honda Genuine balance weights or equivalents after the tyre is installed.
- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

⚠WARNING

Installing improper tyres on your motorcycle can adversely affect handling and stability, and can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tyres recommended in this owner's manual.

12 NC700S (NM-1)-32MGS600.book 63 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Air Cleaner

This motorcycle is equipped with a viscous type air cleaner element.
Air blow cleaning or any other cleaning can degrade the viscous element performance and cause the intake of dust.
Do not perform the maintenance.
Should be serviced by your dealer.

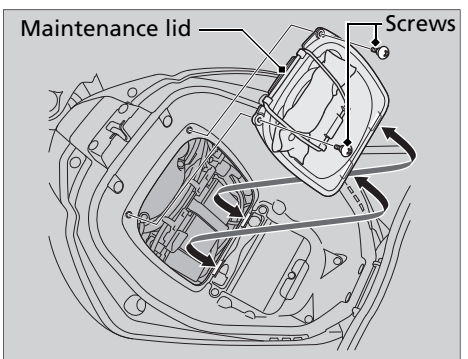
Tool Kit

The tool kit is stored in the luggage box.
➔P. 46

You can perform some roadside repairs, minor adjustments and parts replacement with the tools contained in the kit.

- Spark plug wrench
- 8 × 12 mm Open end wrench
- 10 × 14 mm Open end wrench
- 12 × 14 mm Open end wrench
- Standard/Phillips screwdriver
- Screwdriver grip
- Extension bar
- 5 mm Hex wrench
- 22 mm Box end wrench
- 27 mm Box end wrench
- Helmet set wire
- Fuse puller

Maintenance Lid



The maintenance lid must be removed to remove the battery, to service the main and fuse box fuses.

Removal

1. Open the luggage box. P. 44
2. Remove the screws.
3. Remove the maintenance lid.

Installation

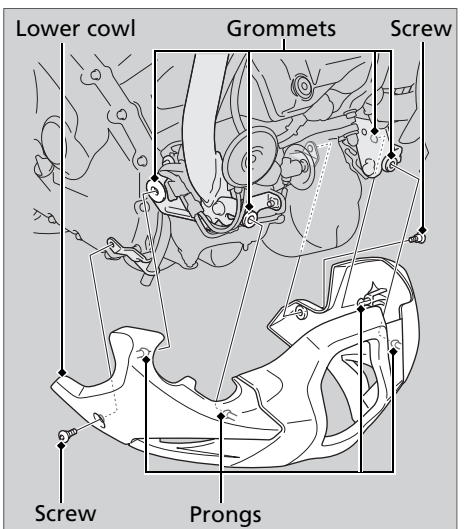
1. Install the maintenance lid.
2. Install and tighten the screws.

Torque: 3 N·m (0.3 kgf·m, 2.2 lbf·ft).

3. Close the luggage box.

Lower Cowl

(NC700S/SA)



The lower cowl must be removed to service the coolant reserve tank, to replace the engine oil filter.

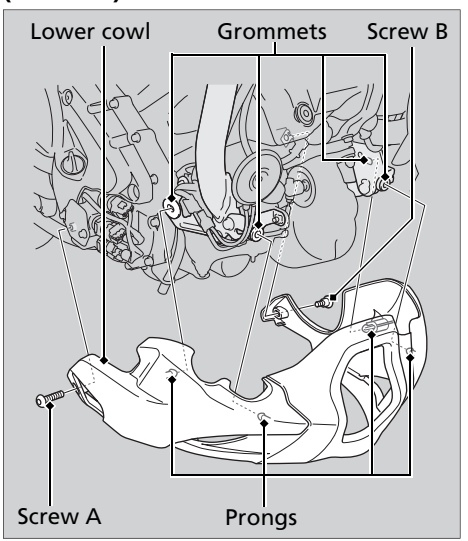
Removal

1. Remove the screws.
2. Remove the lower cowl, then remove the prongs from the grommets.

Installation

Install the parts in the reverse order of removal.

(NC700SD)



The lower cowl must be removed to service the coolant reserve tank, to replace the engine oil filter and clutch oil filter.

Removal

1. Remove the screw A and B.
2. Remove the lower cowl, then remove the prongs from the grommets.

Installation

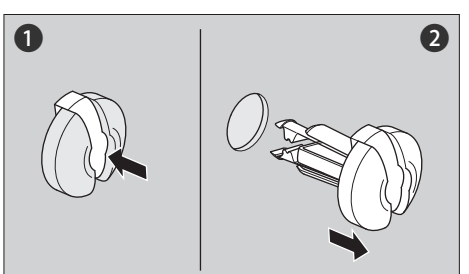
Install the parts in the reverse order of removal.

Clip

The clip must be removed to open the owner's manual box.

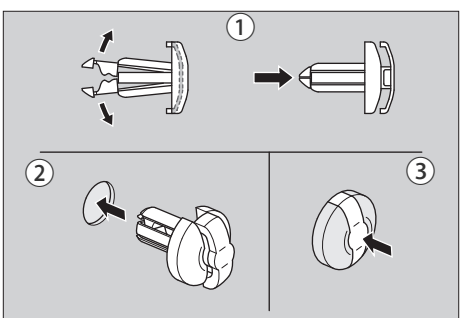
Removal

1. Press down on the centre pin to release the lock.
2. Pull the clip out of the hole.

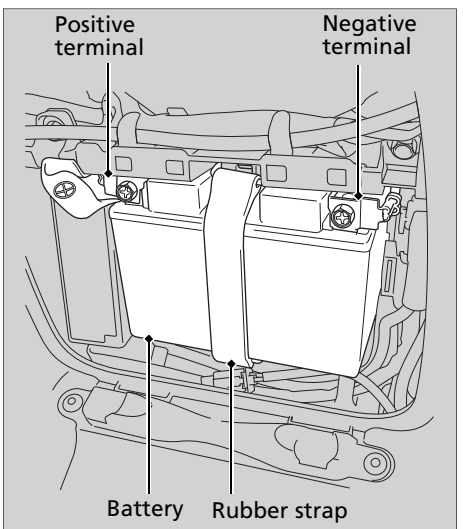


Installation

1. Slightly open the retaining pawls and then push them out.
2. Insert the clip into the hole.
3. Lightly press down on the centre pin to lock the clip.



Battery



Removal

Make sure the ignition switch is off.

1. Open the luggage box. ➡P. 44
2. Remove the maintenance lid. ➡P. 65
3. Unhook the rubber strap.
4. Disconnect the negative ⊖ terminal from the battery.
5. Disconnect the positive ⊕ terminal from the battery.
6. Remove the battery taking care not to drop the terminal nuts.

Installation

Install the parts in the reverse order of removal. Always connect the positive ⊕ terminal first. Make sure that bolts and nuts are tight.

The clock will be reset AM 1:00 if the battery is disconnected.

For proper handling of the battery, see "Maintenance Fundamentals." ➡P. 55

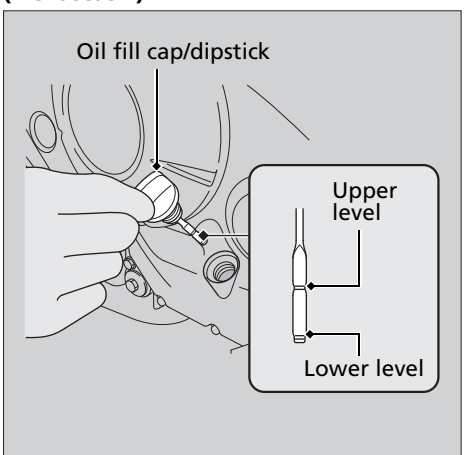
Battery Goes Dead ➡P. 107

Engine Oil

Checking the Engine Oil

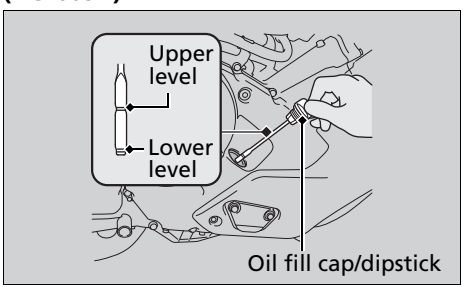
1. If the engine is cold, idle the engine for 3 to 5 minutes.
2. Turn the ignition switch off, stop the engine and wait for 2 to 3 minutes.
3. Place your motorcycle in an upright position on a firm, level surface.
4. Remove the oil fill cap/dipstick and wipe it clean.
5. Insert the oil fill cap/dipstick until it seats, but don't screw it in.
   Check that the oil level is between the upper and lower level marks in the oil fill cap/dipstick.
6. Securely install the oil fill cap/dipstick.

(NC700S/SA)



12 NC700S (NM-1)-32MGS600.book 71 ページ ２０１２年４月１８日 水曜日 午後６時１７分

(NC700SD)



Adding Engine Oil

If the engine oil is below or near the lower level mark, add the recommended engine oil. ➡P. 57

1. Add the recommended oil until it reaches the upper level mark.
▶Place your motorcycle in an upright position on a firm, level surface when checking the oil level.
▶Do not overfill above the upper level mark.
▶Make sure no foreign objects enter the oil filler opening.
▶Wipe up any spills immediately.

2. Securely reinstall the oil fill cap/dipstick.

NOTICE
Overfilling with oil or operating with insufficient oil can cause damage to your engine. Do not mix different brands and grades of oil. They may affect lubrication and clutch operation.

For the recommended oil and oil selection guidelines, see "Maintenance Fundamentals." ➡P. 57

Changing Engine Oil & Filter

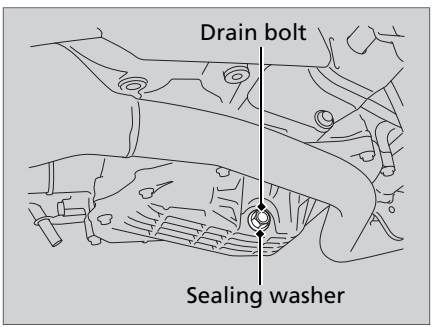
Changing the oil and filter requires special tools. We recommend that you have your motorcycle serviced by your dealer.

Use a new Honda Genuine oil filter or equivalent specified for your model.

NOTICE

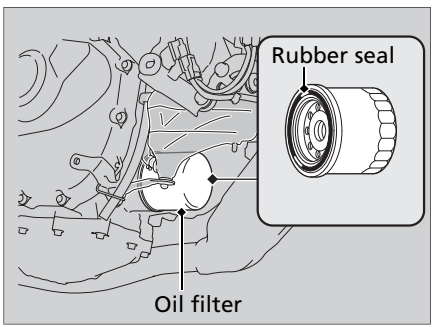
Using the wrong oil filter can result in serious damage to the engine.

1. Remove the lower cowl. P. 66
2. If the engine is cold, idle the engine for 3 to 5 minutes.
3. Turn the ignition switch off, stop the engine and wait for 2 to 3 minutes.
4. Park on a firm, level surface and lower the side stand.
5. Place a drain pan under the drain bolt.



6. Remove the oil fill cap/dipstick, drain bolt, and sealing washer to drain the oil.
7. Remove the oil filter with a filter wrench and let the remaining oil drain out. Make sure the prior seal is not stuck to the engine.
   ▶Discard the oil and oil filter at an approved recycling centre.

12 NC700S (NM-1)-32MGS600.book 73 ページ ２０１２年４月１８日 水曜日 午後６時１７分



8. Apply a thin coat of engine oil to the rubber seal of a new oil filter.

9. Install a new oil filter and tighten.

Torque: 26 N·m (2.7 kgf·m, 19 lbf·ft).

10. Install a new sealing washer onto the drain bolt. Tighten the drain bolt.

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft).

11. Fill the crankcase with the recommended oil (P. 57) and install the oil fill cap/dipstick.

Required oil
NC700S/SA
When changing oil & engine oil filter:
3.4 litres (3.6 US qt, 3.0 Imp qt)
When changing oil only:
3.1 litres (3.3 US qt, 2.7 Imp qt)
NC700SD
When changing oil & engine oil filter:
3.4 litres (3.6 US qt, 3.0 Imp qt)
When changing oil only:
3.2 litres (3.4 US qt, 2.8 Imp qt)

12. Check the oil level. P. 70

13. Check that there are no oil leaks.

14. Install the lower cowl.

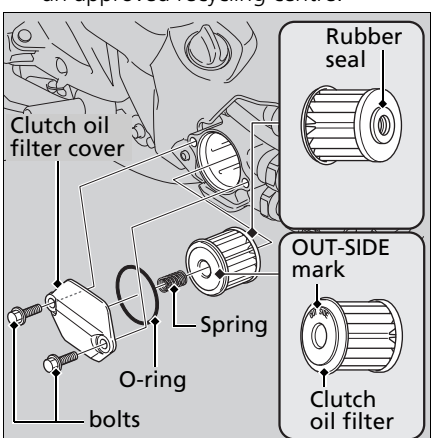
Changing Clutch Oil Filter (NC700SD only)

Use a new Honda Genuine clutch oil filter or equivalent specified for your model.

NOTICE

Using the wrong clutch oil filter can result in serious damage to the transmission.

1. Follow the steps 1-7 of Changing Engine Oil & Filter. ➡P. 72
2. Remove the clutch oil filter cover, clutch oil filter and spring by removing the clutch oil filter cover bolts.
   ▶Discard the oil and clutch oil filter at an approved recycling centre.



12 NC700S (NM-1)-32MGS600.book 75 ページ ２０１２年４月１８日 水曜日 午後６時１７分

3. Install the new clutch oil filter with the rubber seal facing in, toward the engine. You will see "OUT-SIDE" mark on the clutch oil filter body, toward the filter cover.
4. Replace the O-ring and apply a thin coat of engine oil to the new O-ring when before installing it.
5. Install the spring and the clutch oil filter cover.
6. Install the clutch oil filter cover bolts and tighten.
7. Apply a thin coat of engine oil to the rubber seal of a new engine oil filter. P. 73
8. Install a new engine oil filter and tighten.

Torque: 26 N·m (2.7 kgf·m, 19 lbf·ft).

9. Install a new sealing washer onto the drain bolt. Tighten the drain bolt.

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft).

10. Fill the crankcase with the recommended oil (P. 57) and install the oil fill cap/dipstick.

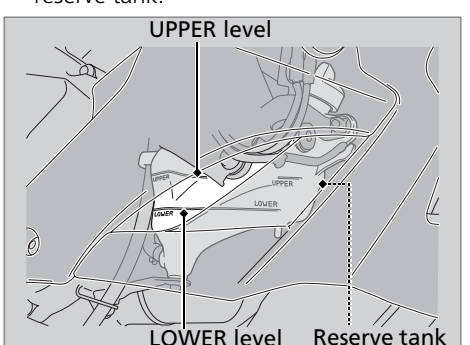
Required oil
When changing oil, engine oil filter & clutch oil filter:
3.4 litres (3.6 US qt, 3.0 Imp qt)

11. Check the oil level. P. 70
12. Check that there are no oil leaks.
13. Install the lower cowl.

Coolant

Checking the Coolant

1. Place your motorcycle on a firm, level surface.
2. Hold your motorcycle in an upright position.
3. Check that the coolant level is between the UPPER and LOWER level marks in the reserve tank.



If the coolant level is dropping noticeably or the reserve tank is empty, you likely have a serious leak. Have your motorcycle inspected by your dealer.

Adding Coolant

1. If the coolant level is below the LOWER level, add the recommended coolant (P. 59) until the level reaches the UPPER level mark.
   Add fluid only from the reserve tank cap and do not remove radiator cap.
2. Remove the lower cowl. P. 66

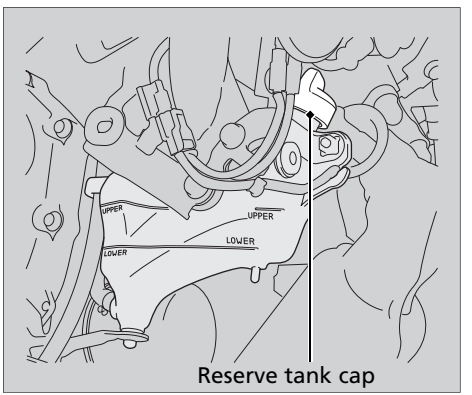
12 NC700S (NM-1)-32MGS600.book 77 ページ ２０１２年４月１８日 水曜日 午後６時１７分

3. Remove the reserve tank cap and add fluid while monitoring the coolant level.
   ▶Do not overfill above the UPPER level mark.
   ▶Make sure no foreign objects enter the reserve tank opening.
4. Securely reinstall the cap.
5. Install the lower cowl.

⚠WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, potentially scalding you.

Always let the engine and radiator cool down before removing the radiator cap.



Reserve tank cap

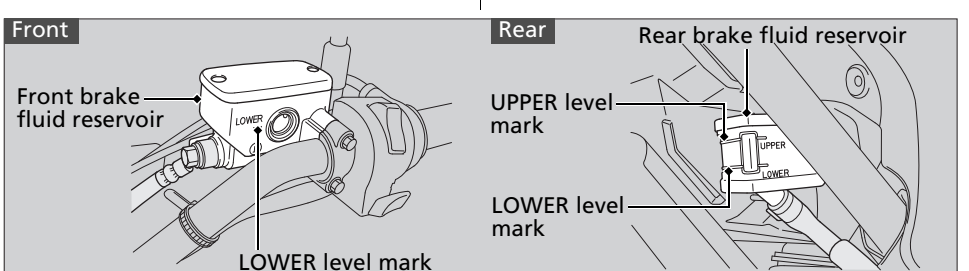
Changing Coolant

Have your dealer change the coolant unless you have the proper tools and are mechanically qualified.

Checking Brake Fluid

1. Place your motorcycle in an upright position on a firm, level surface.
2. Front Check that the brake fluid reservoir is horizontal and that the fluid level is above the LOWER level mark.
   Rear Check that the brake fluid reservoir is horizontal and that the fluid level is between the LOWER level and UPPER level marks.

If the brake fluid level in either reservoir is below the LOWER level mark or the brake lever and pedal freeplay becomes excessive, inspect the brake pads for wear. If the brake pads are not worn, you most likely have a leak. Have your motorcycle inspected by your dealer.



12 NC700S (NM-1)-32MGS600.book 79 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Inspecting the Brake Pads

Check the condition of the brake pad groove wear indicators.

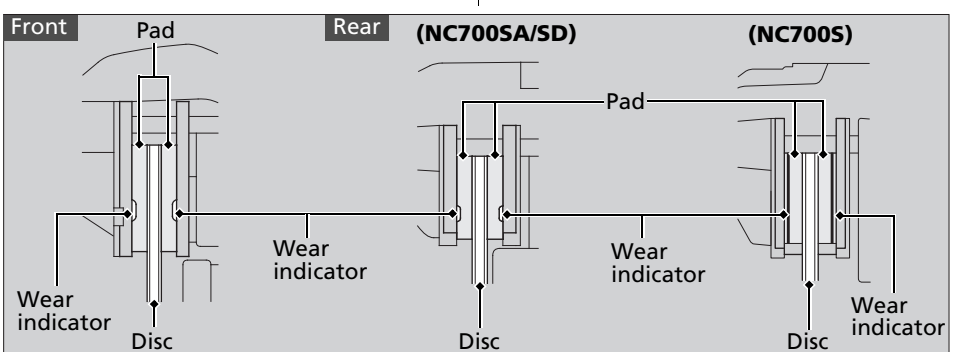
Front The pads need to be replaced if a brake pad is worn to the indicator.

Rear The pads need to be replaced if a brake pad is worn to the indicator.

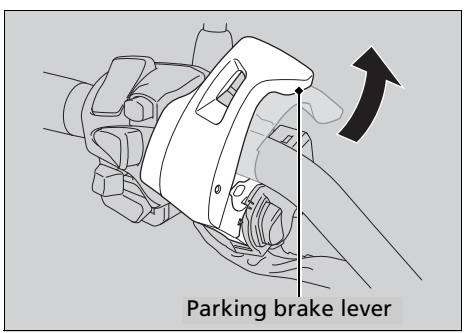
1. Front Inspect the brake pads from below the brake caliper.
2. Rear Inspect the brake pads from the rear right of the motorcycle.

If necessary have the pads replaced by your dealer.

Always replace both left and right brake pads at the same time.



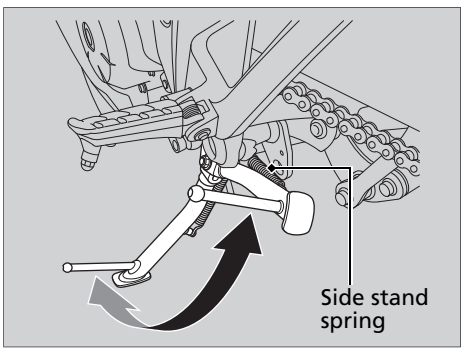
Inspecting the Parking Brake (NC700SD only)



Place your motorcycle on a firm, level surface. Stop the engine and push your motorcycle while applying the parking brake lever to check the efficacy of the parking brake.

If the efficacy of the parking brake become weak, have the brake adjusted by your dealer.

Side Stand



1. Check that the side stand operates smoothly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.
2. Check the spring for damage or loss of tension.
3. **(NC700S/SA)**
   Sit on the motorcycle, put the transmission in Neutral, and raise the side stand.
   (NC700SD)
   Sit on the motorcycle and raise the side stand.
4. **(NC700S/SA)**
   Start the engine, pull the clutch lever in, and shift the transmission into gear.
   (NC700SD)
   Start the engine and press the D/S side of N-D switch to switch the transmission into D mode.
5. Lower the side stand all the way. The engine should stop as you lower the side stand. If the engine doesn't stop, have your motorcycle inspected by your dealer.

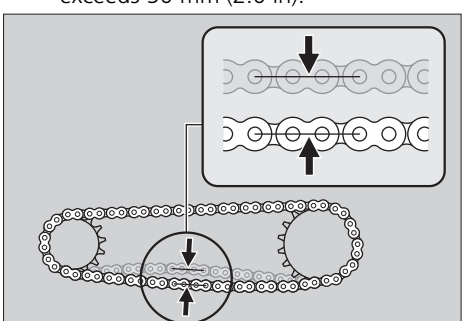
Inspecting the Drive Chain Slack

Check the drive chain slack at several points along the chain. If the slack is not constant at all points, some links may be kinked and binding.
Have the chain inspected by your dealer.

1. Place your motorcycle on the side stand on a level surface.
2. Stop the engine. Place the transmission in Neutral.
3. Check the slack in the lower half of the drive chain midway between the sprockets.

Drive chain slack:
25 to 35 mm (1.0 to 1.4 in)

▶ Do not ride your motorcycle if the slack exceeds 50 mm (2.0 in).



4. Roll the motorcycle forward and check that the chain moves smoothly.

12 NC700S (NM-1)-32MGS600.book 83 ページ ２０１２年４月１８日 水曜日 午後６時１７分

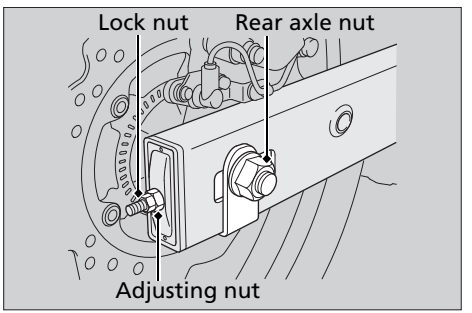
5. Inspect the sprockets. P. 58
6. Clean and lubricate the drive chain. P. 59

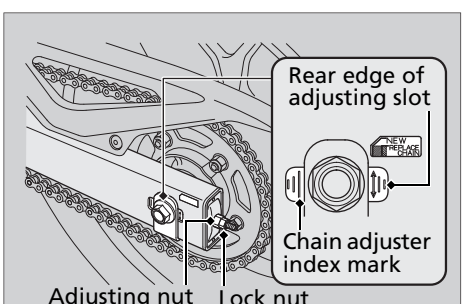
Adjusting the Drive Chain Slack

Adjusting the chain requires special tools. Have the drive chain slack adjusted by your dealer.

(NC700SA/SD only)
When adjusting the drive chain slack, be careful not to damage the wheel speed sensor and pulser ring.

1. Place your motorcycle on the side stand on a level surface.
2. Stop the engine. Place the transmission in Neutral.
3. Loosen the rear axle nut.
4. Loosen the lock nuts on both sides of the swingarm.





continued

5. Turn both adjusting nuts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nuts clockwise to tighten the chain. Turn the adjusting nuts counterclockwise to provide more slack.
   Adjust the slack at a point midway between the front sprocket and the rear wheel sprocket.
   Check the drive chain slack. P. 82
6. Check rear axle alignment by making sure the chain adjuster index marks align with the rear edge of the adjusting slots.
   Both marks should correspond. If the axle is misaligned, turn the right or left adjusting nuts until the marks are aligned and recheck chain slack.
7. Tighten the rear axle nut.

   Torque: 98 N·m (10.0 kgf·m, 72 lbf·ft).
8. Tighten the drive chain adjusting nuts lightly, then hold the adjusting nuts and tighten the lock nuts.

   Torque: 21 N·m (2.1 kgf·m, 15 lbf·ft).
9. Recheck drive chain slack.

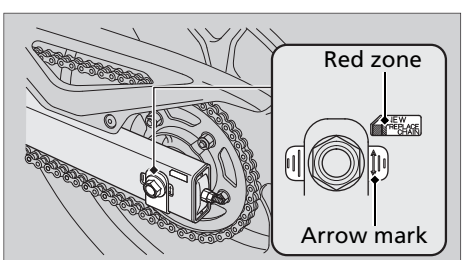
If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Checking the Drive Chain Wear

Check the chain wear label when adjusting the drive chain. If the allow mark on the chain adjuster plate enters the red zone on the label after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced.

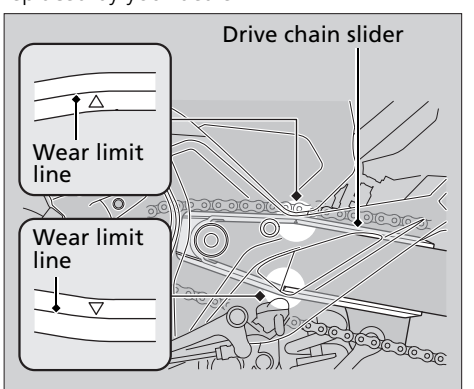
Chain: DID 520V0 or RK 520MKO

If necessary have the drive chain replaced by your dealer.



Checking the Drive Chain Slider

Check the condition of the drive chain slider. The drive chain slider need to be replaced if it is worn to the wear limit line.
If necessary have the drive chain slider replaced by your dealer.

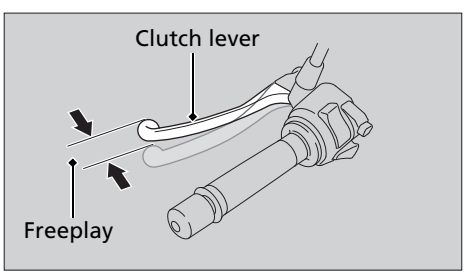


Checking the Clutch (NC700S/SA only)

Checking the Clutch Lever Freeplay

Check the clutch lever freeplay.

Freeplay at the clutch lever:
10 to 20 mm (0.4 to 0.8 in)



Check the clutch cable for kinks or signs of wear. If necessary have it replaced by your dealer.

Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.

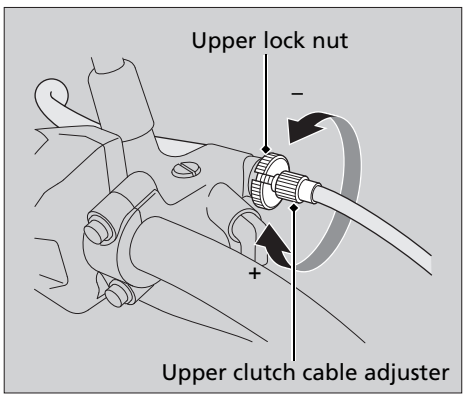
12 NC700S (NM-1)-32MGS600.book 87 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Adjusting the Clutch Lever Freeplay (NC700S/SA only)

Upper Adjustment

Attempt adjustment with the upper clutch cable adjuster first.

1. Loosen the upper lock nut.
2. Turn the upper clutch cable adjuster until the freeplay is 10 to 20 mm (0.4 to 0.8 in).
3. Tighten the upper lock nut and check the freeplay again.

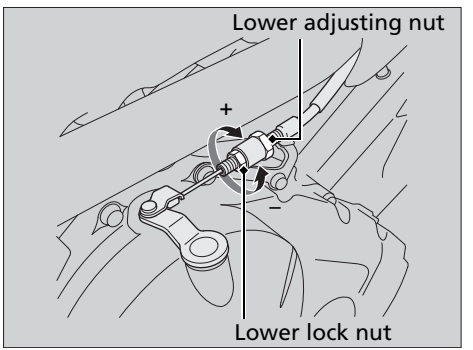


Lower Adjustment

If the upper clutch cable adjuster is threaded out near its limit, or the correct freeplay cannot be obtained, attempt adjustment with the lower adjusting nut.

continued

1. Loosen the upper lock nut and turn the upper clutch cable adjuster all the way in (to provide maximum freeplay). Tighten the upper lock nut.
2. Loosen the lower lock nut.
3. Turn the lower adjusting nut until the clutch lever freeplay is 10 to 20 mm (0.4 to 0.8 in).
4. Tighten the lower lock nut and check the clutch lever freeplay.
5. Start the engine, pull the clutch lever in, and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. Your motorcycle should move smoothly and accelerate gradually.

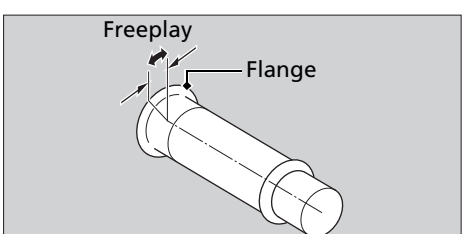


If proper adjustment cannot be obtained or the clutch does not work correctly, see your dealer.

Checking the Throttle

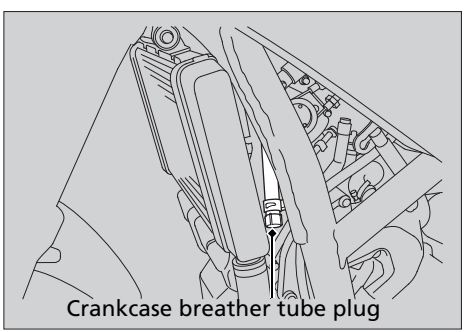
With the engine off, check that the throttle rotates smoothly from fully closed to fully open in all steering positions and throttle freeplay is correct. If the throttle does not move smoothly, close automatically, or if the cable is damaged, have the motorcycle inspected by your dealer.

Freeplay at the throttle grip flange:
2 to 6 mm (0.1 to 0.2 in).



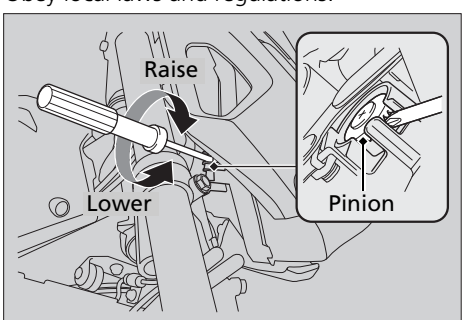
Cleaning the Crankcase Breather

1. Remove the crankcase breather tube plug from the tube.
2. Drain deposits into a suitable container.
3. Install the crankcase breather tube plug.


Crankcase breather tube plug

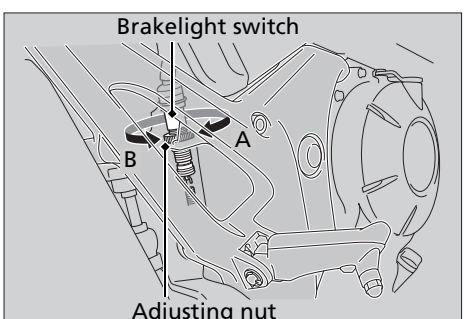
Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. Turn the pinion using a Phillips screwdriver provided in the tool kit (P. 64) in or out as necessary.
Obey local laws and regulations.



Adjusting the Brakelight Switch

Check the operation of the brakelight switch. Turn the adjusting nut in the direction A if the switch operates too late, or turn the nut in the direction B if the switch operates too soon.



Troubleshooting

Engine Will Not Start (HISS indicator stays on) ..... P. 93
Overheating (High coolant temperature indicator is on) ..... P. 94
Warning Indicators On or Flashing ..... P. 95
Low Oil Pressure Indicator ..... P. 95
PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL) ..... P. 95
ABS (Anti-lock Brake System) Indicator (NC700SA/SD only) ..... P. 96
If the "-" Indicator is Blinking in the Gear Position Window While Riding ..... P. 97
Other Warning Indication ..... P. 98
Fuel Gauge Failure Indication ..... P. 98
Tyre Puncture ..... P. 99
Electrical Trouble ..... P. 107
Battery Goes Dead ..... P. 107
Burned-out Light Bulb ..... P. 107
Blown Fuse ..... P. 112

Engine Will Not Start (HISS indicator stays on)

Starter Motor Operates But Engine Does Not Start

Check the following items:

- Check the correct engine starting sequence P. 34
- Check that there is petrol in the fuel tank
- Check if the PGM-FI malfunction indicator lamp (MIL) is on
  ▶If the indicator light is on, contact your dealer as soon as possible.
- Check if the HISS indicator stays on
  ▶Turn the ignition switch to the OFF position and remove the key. Reinsert the key and turn the ignition switch to the ON position. If the indicator still stays on, check the following:
  Check if there is no another HISS key (including spare key) close to the ignition switch.
  Check if there are no any metallic seals or stickers on the key.
  If the HISS indicator still stays on, have your motorcycle inspected by your dealer.

Starter Motor Does Not Operate

Check the following items:

- Make sure engine stop switch is RUN position P. 30, 33
- Check for a blown fuse P. 112
- Check for a loose battery connection or battery terminal corrosion P. 69
- Check the condition of the battery P. 107

If the problem continues, have your motorcycle inspected by your dealer.

Overheating (High coolant temperature indicator is on)

The engine is overheating when the following occurs:

- High coolant temperature indicator comes on
- Acceleration becomes sluggish
- If this occurs, pull safely to the side of the road and perform the following procedure.

Extended fast idling may cause the high coolant temperature indicator comes on.

NOTICE

Continuing to ride with an overheated engine can cause serious damage to the engine.

1. Stop the engine using the ignition switch, and then turn the ignition switch to the ON position.

2. Check that the radiator fan is operating, and then turn the ignition switch to the OFF position.

If the fan is not operating:

Suspect a fault. Do not start the engine. Transport your motorcycle to your dealer.

If the fan is operating:

Allow the engine to cool with the ignition switch in the OFF position.

3. After the engine has cooled, inspect the radiator hose and check if there is a leak.
➡P. 76

If there is a leak:

Do not start the engine. Transport your motorcycle to your dealer.

4. Check the coolant level in the reserve tank, and add coolant as necessary.
➡P. 76

5. If 1–4 check normal, you may continue riding, but closely monitor the high coolant temperature indicator.

Low Oil Pressure Indicator

If the low oil pressure indicator comes on, pull safely to the side of the road and stop the engine.

NOTICE
Continuing to ride with low oil pressure can cause serious damage to the engine.

1. Check the engine oil level, and add oil as necessary. P. 70
2. Start the engine.
   ▶Only continue riding if the low oil pressure indicator goes off.

Rapid acceleration may momentarily cause the low oil pressure indicator to come on, especially if the oil is at or near the low level. If the low oil pressure indicator stays on when the oil level is at the proper level, stop the engine and contact your dealer.

If the engine oil level goes down rapidly, your motorcycle may have a leak or another serious problem. Have your motorcycle inspected by your dealer.

PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL)

If the indicator comes on while riding, you may have a serious problem with the PGM-FI system. Reduce speed and have your motorcycle inspected by your dealer as soon as possible.

12 NC700S (NM-1)-32MGS600.book 96 ページ ２０１２年４月１８日 水曜日 午後６時１７分

ABS (Anti-lock Brake System) Indicator (NC700SA/SD only)

If the indicator operates in one of the following ways, you may have a serious problem with the brake system. Reduce your speed and have your motorcycle inspected by your dealer as soon as possible.

- Indicator comes on or starts flashing while riding.
- Indicator does not come on when the ignition switch is in the ON position.
- Indicator does not go off at speeds above 10 km/h (6 mph).

If the ABS indicator stays on, your brakes will continue to work as a conventional system, but without the anti-locking function.

The ABS indicator may flash if you turn the rear wheel while your motorcycle is lifted off the ground. In this case, turn the ignition switch off and then on again. The ABS indicator will go off after your speed reaches 30 km/h (19 mph).

If the "-" Indicator is Blinking in the Gear Position Window While Riding

(NC700SD only)

If the "-" indicator is blinking while riding, you may have a serious problem with the Dual Clutch Transmission system.

Park your motorcycle in a safe place and have your motorcycle inspected by dealer immediately.

There is possibility for you to ride yourself to go to dealer if you try to follow the procedure below.

1. Turn the ignition switch to off.
2. Turn the ignition switch to on and start the engine.

If you cannot start the engine:

Turn the ignition switch to off and move the motorcycle back and forth slightly (to disengage the gears).

Turn the ignition switch to on again and start the engine.

If you still cannot start the engine:

Start the engine while applying the front or rear brake lever.

If you can shift from N to D mode:

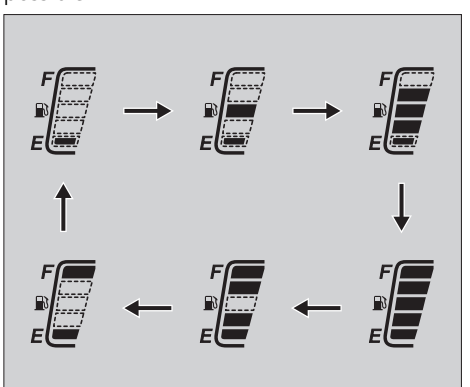
When a gear position is shown in the gear position indicator, you can ride in that gear. Take your motorcycle to your dealer riding at a safe speed.

If you can't shift from N to D mode and the "-" indicator is blinking:

Damage is preventing you from riding. Have your motorcycle inspected by your dealer immediately.

Fuel Gauge Failure Indication

If the fuel system has an error, the fuel gauge indicators will be displayed as shown in the illustration.
If this occurs, see your dealer as soon as possible.



Tyre Puncture

Repairing a puncture or removing a wheel requires special tools and technical expertise. We recommend you have this type of service performed by your dealer.
After an emergency repair, always have the tyre inspected/replaced by your dealer.

Emergency Repair Using a Tyre Repair Kit

If your tyre has a minor puncture, you can make an emergency repair using a tubeless tyre repair kit.
Follow the instructions provided with the emergency tyre repair kit.
Riding your motorcycle with a temporary tyre repair is very risky. Do not exceed 50 km/h (30 mph). Have the tyre replaced by your dealer as soon as possible.

⚠WARNING

Riding your motorcycle with a temporary tyre repair can be risky. If the temporary repair fails, you can crash and be seriously injured or killed.

If you must ride with a temporary tyre repair, ride slowly and carefully and do not exceed 50 km/h (30 mph) until the tyre is replaced.

Removing Wheels

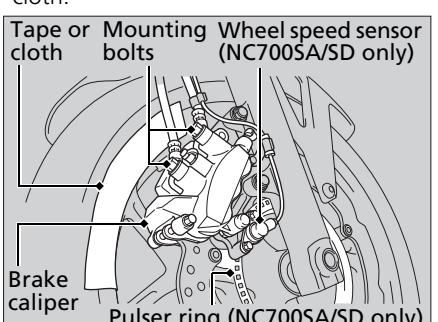
Follow these procedures if you need to remove a wheel in order to repair a puncture.

(NC700SA/SD only)
When removing and installing the wheel, be careful not to damage the wheel speed sensor and pulser ring.

Front Wheel

Removal

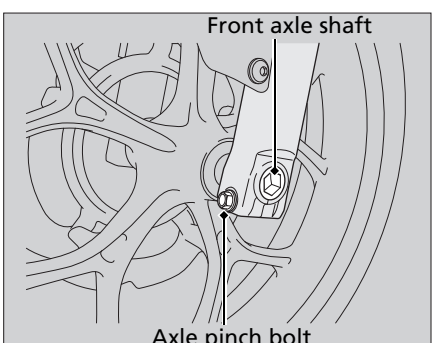
1. Park on a firm, level surface.
2. Cover both sides of the front wheel and brake caliper with protective tape or cloth.



3. On the right side, remove the mounting bolts and remove the brake caliper.
   ▶ Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
   ▶ Avoid getting grease, oil, or dirt on the disc or pad surfaces.
   ▶ **(NC700S)**
   Do not pull the brake lever while the brake caliper is removed.
   (NC700SA/SD)
   Do not pull the brake lever or push the brake pedal while the brake caliper is removed.
   ▶ Take care to prevent the brake caliper from scratching the wheel during removal.

12 NC700S (NM-1)-32MGS600.book 101 ページ ２０１２年４月１８日 水曜日 午後６時１７分

4. Loosen the axle pinch bolt.
5. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.
6. On the left side, loosen and withdraw the front axle shaft, and remove the side collars and wheel.



Installation

1. Attach the side collars to the wheel.
2. On the left side, place the wheel between the fork legs and insert the front axle shaft to the end, through the left fork leg and wheel hub.
3. Tighten the axle shaft.

Torque: 74 N·m (7.5 kgf·m, 55 lbf·ft).

continued

4. Install the brake caliper and tighten the mounting bolts.

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft).

▶Take care to prevent the brake caliper from scratching the wheel during installation.

▶Use new mounting bolts when installing the brake caliper.

NOTICE

When installing the brake caliper into position on the fork leg, carefully fit the brake disc between the pads to avoid scratching them.

5. Lower the front wheel on the ground.
6. **(NC700S)**
   Apply the brake lever several times. Then, pump the fork several times.
   (NC700SA/SD)
   Apply the brake lever and brake pedal several times. Then, pump the fork several times.
7. Tighten the axle pinch bolt.

Torque: 22 N·m (2.2 kgf·m, 16 lbf·ft).

8. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.
9. Uncover the protective tape or cloth.

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

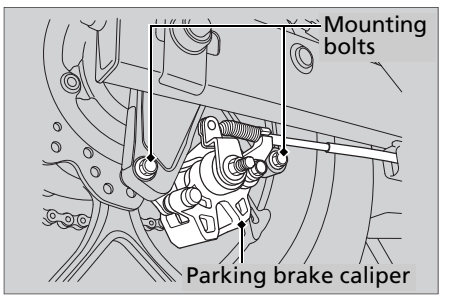
12 NC700S (NM-1)-32MGS600.book 103 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Rear Wheel

Removal

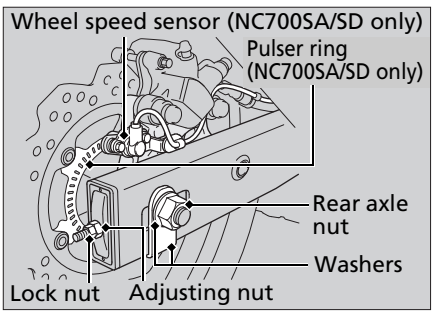
1. Support your motorcycle securely and raise the rear wheel off the ground using a maintenance stand or a hoist.
2. **(NC700SD only)**
   Release the parking brake.
3. **(NC700SD only)**
   Remove the mounting bolts and remove the parking brake caliper.

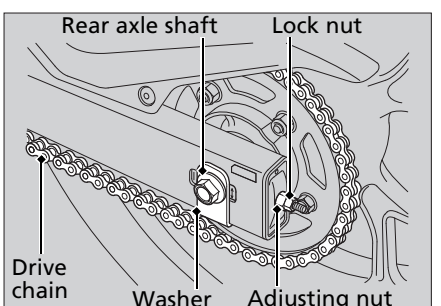
(NC700SD only)



continued

4. Loosen the rear axle nut, lock nuts and turn the adjusting nuts so the rear wheel can be moved all the way forward for maximum drive chain slack.
5. Remove the rear axle nut.
6. Remove the drive chain from the rear wheel sprocket by pushing the rear wheel forward.





12 NC700S (NM-1)-32MGS600.book 105 ページ ２０１２年４月１８日 水曜日 午後６時１７分

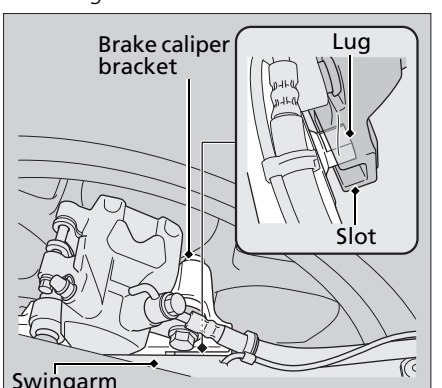
7. Remove the rear axle shaft, washers, brake caliper bracket, rear wheel and side collars.
▶Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
▶Avoid getting grease, oil, or dirt on the disc to pad surfaces.
▶Do not push the brake pedal while the wheel is removed.
(NC700SD only)
▶Do not pull the parking brake lever while the wheels is removed.

Installation

1. To install the rear wheel, reverse the removal procedure.
▶Take care to prevent the brake caliper from scratching the wheel during installation.

NOTICE
When installing the brake caliper into position, carefully fit the brake disc between the pads to avoid scratching them.

2. Make sure that the slot on the brake caliper bracket is positioned in the lug on the swingarm.



continued

3. Adjust the drive chain. P. 83

4. Install and tighten the rear axle nut.

Torque: 98 N·m (10.0 kgf·m, 72 lbf·ft).

5. Tighten the drive chain adjusting nuts lightly, then hold the adjusting nuts and tighten the lock nuts.

Torque: 21 N·m (2.1 kgf·m, 15 lbf·ft).

6. After installing the wheel, apply the brake pedal several times, then recheck the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

7. (NC700SD only)
Install the parking brake caliper and tighten the mounting bolts.

Torque: 31 N·m (3.2 kgf·m, 23 lbf·ft).

▶Take care to prevent the brake caliper from scratching the wheel during installation.

NOTICE
When installing the brake caliper into position, carefully fit the brake disc between the pads to avoid scratching them.

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Electrical Trouble

Battery Goes Dead

Charge the battery using a motorcycle battery charger.
Remove the battery from the motorcycle while charging.
Do not use an automobile-type battery charger, as these can overheat a motorcycle battery and cause permanent damage.
If the battery does not recover after recharging, contact your dealer.

NOTICE
Jump starting using an automobile battery is not recommended, as this can damage your motorcycle's electrical system.

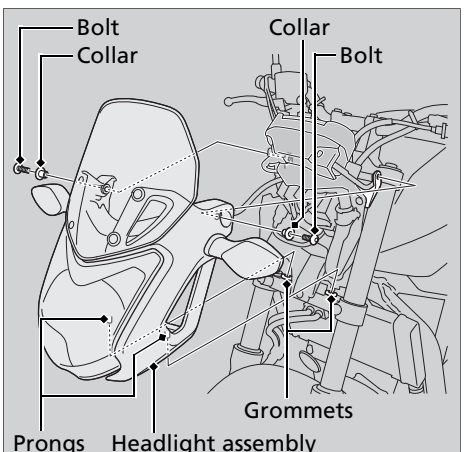
Burned-out Light Bulb

Follow the procedure below to replace a burned-out light bulb.
Turn the ignition switch to the OFF or LOCK position.
Allow the bulb to cool before replacing it.
Do not use bulbs other than those specified.
Check the replacement bulb for correct operation before riding.

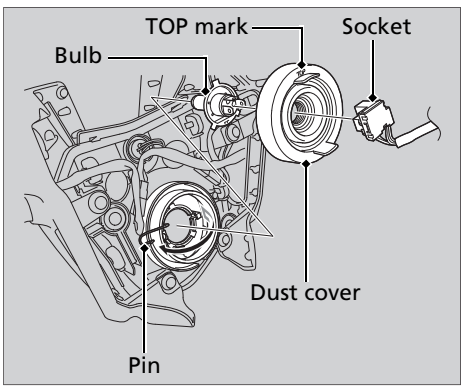
For the light bulb wattage, see "Specifications." ➡P. 128

continued

Headlight Bulb



1. Remove the bolts and collars.
2. Remove the headlight assembly, then remove the prongs from the grommets.

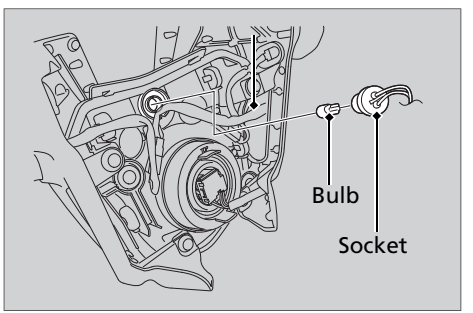


3. Pull off the socket without turning.
4. Remove the dust cover.
5. Press the pin down and pull out the bulb without turning it.
6. Install a new bulb and parts in the reverse order of removal.
   ▶Install the dust cover with its "TOP" mark facing up.

12 NC700S (NM-1)-32MGS600.book 109 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Do not touch the glass surface with your fingers. If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol.

Position Light Bulb

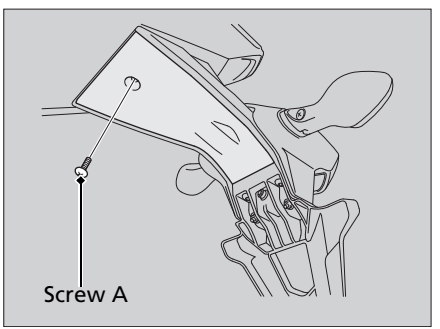


1. Remove the headlight assembly. P. 108
2. Pull off the socket without turning.
3. Pull out the bulb without turning.
4. Install a new bulb and parts in the reverse order of removal.

continued

Brake/Tail Light Bulb

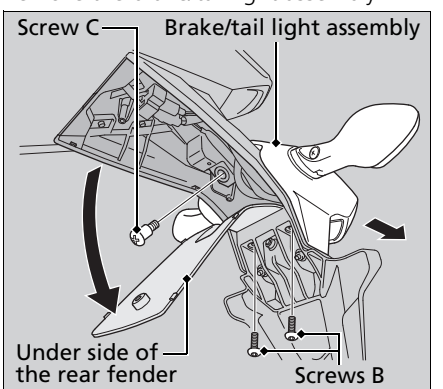
1. Remove the screw A.



2. Open the under side of the rear fender.

3. Remove the screws B and the screw C.

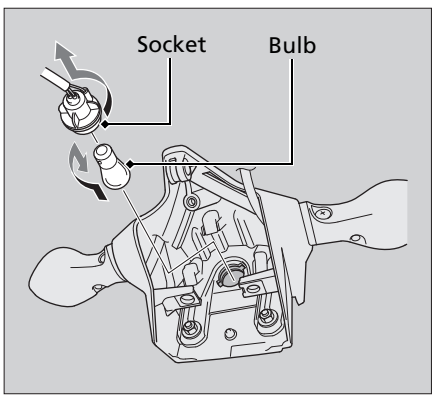
4. Remove the brake/tail light assembly.



5. Turn the socket counterclockwise, and remove it.

12 NC700S (NM-1)-32MGS600.book 111 ページ ２０１２年４月１８日 水曜日 午後６時１７分

6. Slightly press the bulb and turn it counterclockwise.



7. Install a new bulb and parts in the reverse order of removal.

8. Install and tighten the screw C.

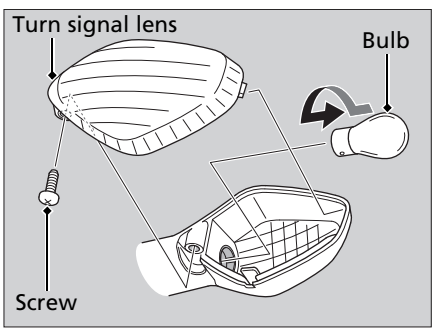
Torque: 6 N·m (0.6 kgf·m, 4.4 lbf·ft).

Front/Rear Turn Signal Bulb

1. Remove the screw.

2. Remove the turn signal lens.

3. Slightly press the bulb and turn it counterclockwise.



4. Install a new bulb and parts in the reverse order of removal.

▶Use only the amber bulb.

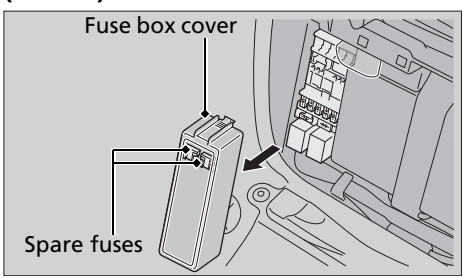
Blown Fuse

Before handling fuses, see "Inspecting and Replacing Fuses." P. 56

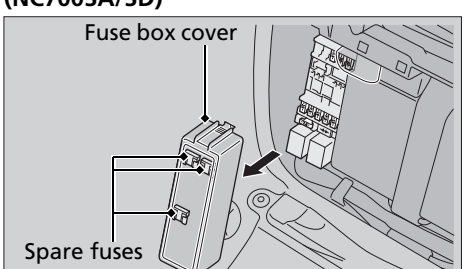
Fuse Box Fuses

1. Open the luggage box. P. 44
2. Remove the maintenance lid. P. 65
3. Remove the fuse box cover.
4. Pull the fuses out with the fuse puller in the tool kit one by one check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
   ▶Spare fuses are provided back side of the fuse box cover.
5. Reinstall the fuse box cover.
6. Install the maintenance lid.
7. Close the luggage box.

(NC700S)

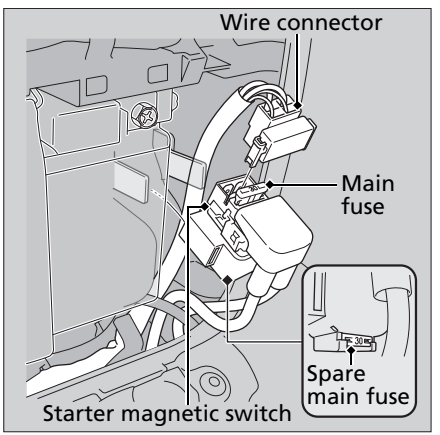


(NC700SA/SD)



12 NC700S (NM-1)-32MGS600.book 113 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Main Fuse



1. Open the luggage box. P. 44
2. Remove the maintenance lid. P. 65
3. Disconnect the wire connector of the starter magnetic switch.
4. Pull the main fuse out with the fuse puller in the tool kit and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
   ▶Spare main fuse is provided in the starter magnetic switch.
5. Reinstall parts in the reverse order of removal.

NOTICE

If a fuse fails repeatedly, you likely have an electrical problem. Have your motorcycle inspected by your dealer.

12 NC700S (NM-1)-32MGS600.book 114 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Information

Keys.....P. 115
Instruments, Controls, & Other Features....P. 116
Fuels Containing Alcohol.....P. 118
Catalytic Converter .....P. 119
Caring for Your Motorcycle.....P. 120
Storing Your Motorcycle .....P. 122
Transporting Your Motorcycle.....P. 123
You & the Environment.....P. 124
Serial Numbers .....P. 125

12 NC700S (NM-1)-32MGS600.book 115 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Keys

Ignition key

The ignition key contains a special coded chip that is recognized by the immobilizer system (HISS) in order to start the engine. Handle the key carefully to prevent damaging the HISS components.

- Do not bend keys or subject them to undue stress.
- Avoid prolonged exposure to sunlight or high temperatures.
- Do not grind, drill or in any way alter their shape.
- Do not expose to strong magnetic objects.

If you lose all keys and the key number plate, the PGM-FI unit/ignition control module must be replaced by your dealer. To avoid this, keep a duplicate key.
If you lose a key, make another duplicate key immediately.

To make a duplicate key and register it with your HISS system, take the spare key, the key number plate, and the motorcycle to your dealer.

A metal key holder may cause damage to the area surrounding the ignition switch.

12 NC700S (NM-1)-32MGS600.book 116 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Instruments, Controls, & Other Features

Ignition Switch

The headlight is always on when the ignition switch is on. Leaving the ignition switch on with the engine stopped will drain the battery.
Do not turn the key while riding.

Engine Stop Switch

Do not use the engine stop switch except in an emergency. Doing so when riding will cause the engine to suddenly turn off, making riding unsafe.
If you stop the engine using the engine stop switch, turn the ignition switch off. Failing to do so will drain the battery.

Odometer

The display locks 999,999 when the read-out exceeds 999,999.

Tripmeter

The tripmeter A, B returns to 0.0 when the read-out exceeds 999.9.

HISS

The Honda Ignition Security System (HISS) immobilizes the engine's ignition system if an improperly-coded key is used to try and start the engine. When the ignition switch is turned off, the HISS immobilizer system is always alert, even if the HISS indicator is not flashing.
If the ignition switch is turned on with the engine stop switch in the RUN position, the HISS indicator turns on and goes off after a few seconds to indicate it is OK to start the engine.
➡ **HISS Indicator Does Not Turn OFF** P. 93

The HISS indicator starts flashing every 2 seconds for 24 hours after the ignition switch is turned off. To prevent or to restore the HISS indicator flashing:

12 NC700S (NM-1)-32MGS600.book 117 ページ ２０１２年４月１８日 水曜日 午後６時１７分

1. With the ignition switch on, press and hold the A button (P. 22) for 2 seconds or more when the display function mode is odometer.
   ▶ The HISS indicator flashes once.
2. Turn the ignition switch off.

EC Directive

This immobilizer system complies with R & TTE (Radio and Telecommunications Terminal Equipment and the mutual recognition of their conformity) Directive.

CE

The declaration of conformity to R & TTE Directive is provided to the owner at the time of purchase. The declaration of conformity should be kept at a safe place. When the declaration of conformity is lost or is not provided, contact your dealer.

South Africa only

Singapore only

Document Bag

The owner's manual, registration, and insurance information can be stored in the plastic document bag located in the owner's manual box. P. 46

Ignition Cut-off System

A banking (lean angle) sensor automatically stops the engine and fuel pump if the motorcycle falls over. To reset the sensor, you must turn the ignition switch to OFF and back to the ON position before the engine can be restarted.

12 NC700S (NM-1)-32MGS600.book 118 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Fuels Containing Alcohol

Some conventional fuels blended with alcohol are available in some locales to help reduce emissions to meet clean air standards. If you plan to use blended fuel, check that it is unleaded and meets the minimum octane rating requirement.

The following fuel blends can be used in your motorcycle:

- Ethanol (ethyl alcohol) 10% by volume (max).
- Petrol containing ethanol may be marketed under the name Gasohol.
- Methanol (methyl alcohol) 5% by volume (max) that contain cosolvents and corrosion inhibitors to protect the fuel system. Never use a blend containing more than 5%.

The use of petrol containing more than 10% ethanol (or more than 5% methanol) may:

- Damage the painting of the fuel tank.
- Damage the rubber tubes of the fuel line.
- Cause corrosion of the fuel tank.
- Cause poor drivability.

NOTICE

Use of blended fuels containing higher than approved percentages can damage metal, rubber, plastic parts of your fuel system.

If you notice any undesirable operating symptoms or performance problems, try a different brand of petrol.

12 NC700S (NM-1)-32MGS600.book 119 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Catalytic Converter

This motorcycle is equipped with a three-way catalytic converter. The catalytic converter contain precious metals that serve as catalysts in high temperature chemical reactions that convert hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) in the exhaust gasses into safe compounds.

A defective catalytic converter contributes to air pollution and can impair your engine's performance. A replacement unit must be an original Honda part or equivalent.

Follow these guidelines to protect your motorcycle's catalytic converter.

- Always use unleaded petrol. Leaded petrol will damage the catalytic converter.
- Keep the engine in good running condition.
- Have your motorcycle serviced if your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine.

12 NC700S (NM-1)-32MGS600.book 120 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Caring for Your Motorcycle

Frequent cleaning and polishing is important to ensure the long life of your Honda. A clean motorcycle makes it easier to spot potential problems.

In particular, seawater and salts used to prevent ice on roads promote the formation of corrosion. Always wash your motorcycle thoroughly after riding on coastal or treated roads.

Washing

Allow the engine, muffler, brakes, and other high-temperature parts to cool before washing.

1. Rinse your motorcycle thoroughly using a garden hose to remove loose dirt.
2. If necessary, use a sponge or a soft towel with mild cleaner to remove road grime.
   ▶ Clean the headlight lens, panels, and other plastic components with extra care to avoid scratching them. Avoid directing water into the air cleaner, muffler, and electrical parts.
3. Thoroughly rinse your motorcycle with plenty of clean water and dry with a soft, clean cloth.
4. After the motorcycle dries, lubricate any moving parts.
   ▶ Make sure that no lubricant spills onto the brakes or tyres. Brake discs or pads contaminated with oil suffer greatly reduced braking effectiveness and can lead to a crash.
5. Lubricate the drive chain immediately after washing and drying the motorcycle.
6. Apply a coat of wax to prevent corrosion.
   ▶ Avoid products that contain harsh detergents or chemical solvents. These can damage the metal, paint, and plastic on your motorcycle.
   Keep the wax clear of the tyres and brakes.
   ▶ If your motorcycle has any matte painted parts, do not apply a coat of wax to the matte painted surface.

12 NC700S (NM-1)-32MGS600.book 121 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Washing Precautions

Follow these guidelines when washing:

- Do not use high-pressure washers:
  - ▶ High-pressure water cleaners can damage moving parts and electrical parts, rendering them inoperable.
- Do not direct water at the muffler:
  - ▶ Water in the muffler can prevent starting and causes rust in the muffler.
- Dry the brakes:
  - ▶ Water adversely affects braking effectiveness. After washing, apply the brakes intermittently at low speed to help dry them.
- Do not direct water at the air cleaner:
  - ▶ Water in the air cleaner can prevent the engine from starting.
- Do not direct water near the headlight:
  - ▶ Any condensation inside the headlight should dissipate after a few minutes of running the engine.
- Do not use waxes containing compounds at the mat painted surface:
  - ▶ Using plenty of water, clean the mat painted surface with a soft cloth or sponge. Dry with a soft, clean cloth.
  - ▶ Use neutral detergent to clean mat painted surface.

Aluminium Components

Aluminium will corrode from contact with dirt, mud, or road salt. Clean aluminium parts regularly and follow these guidelines to avoid scratches:

- Do not use stiff brushes, steel wool, or cleaners containing abrasives.
- Avoid riding over or scraping against curbs.

Panels and Windscreen

Follow these guidelines to prevent scratches and blemishes:

- Wash gently using a soft sponge and plenty of water.
- To remove stubborn stains, use diluted detergent and rinse thoroughly with plenty of water.

continued

12 NC700S (NM-1)-32MGS600.book 122 ページ ２０１２年４月１８日 水曜日 午後６時１７分

● Avoid getting petrol, brake fluid, or detergents on the instruments, windscreen, panels, or headlight.

Exhaust Pipe and Muffler

The exhaust pipe and muffler are stainless steel but may become stained by mud or dust.
To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel.
If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

NOTICE

Even though the exhaust is made of stainless steel, it can become stained. Remove all marks and blemishes as soon as they are noticed.

Storing Your Motorcycle

If you store your motorcycle outdoors, you should consider using a full-body motorcycle cover.
If you won't be riding for an extended period, follow these guidelines:

● Wash your motorcycle and wax all painted surfaces (except matte painted surfaces). Coat chrome pieces with rust-inhibiting oil.
● Lubricate the drive chain. P. 59
● Place your motorcycle on a maintenance stand and position a block so that both tyres are off the ground.
● After rain, remove the body cover and allow the motorcycle to dry.
● Remove the battery (P. 69) to prevent discharge.
Charge the battery in a shaded, well-ventilated area.
▶ If you leave the battery in place, disconnect the negative ⊖ terminal to prevent discharge.

12 NC700S (NM-1)-32MGS600.book 123 ページ ２０１２年４月１８日 水曜日 午後６時１７分

After removing your motorcycle from storage, inspect all maintenance items required by the Maintenance Schedule.

Transporting Your Motorcycle

If your motorcycle needs to be transported, it should be carried on a motorcycle trailer or a flatbed truck or trailer that has a loading ramp or lifting platform, and motorcycle tie-down straps. Never try to tow your motorcycle with a wheel or wheels on the ground.

NOTICE

Towing your motorcycle can cause serious damage to the transmission.

12 NC700S (NM-1)-32MGS600.book 124 ページ ２０１２年４月１８日 水曜日 午後６時１７分

You & the Environment

Owning and riding a motorcycle can be enjoyable, but you must do your part to protect the environment.

Choose Sensible Cleaners

Use a biodegradable detergent when you wash your motorcycle. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer.

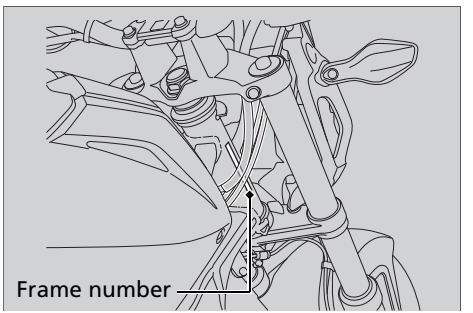
Recycle Wastes

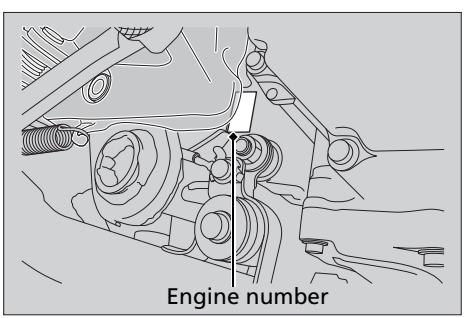
Put oil and other toxic wastes in approved containers and take them to a recycling centre. Call your local or state office of public works or environmental services to find a recycling centre in your area, and to get instructions on how to dispose of non-recyclable wastes. Do not place used engine oil in the trash, or pour it down a drain or on the ground. Used oil, petrol, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.

12 NC700S (NM-1)-32MGS600.book 125 ページ ２０１２年４月１８日 水曜日 午後６時１７分

Serial Numbers

The frame and engine serial numbers uniquely identify your motorcycle and are required in order to register your motorcycle. They may also be required when ordering replacement parts.
The frame number is stamped on the right side of the steering head.
The engine number is stamped on the rear side of the right crankcase.
You should record these numbers and keep them in a safe place.





Specifications

■ Main Components

Type	RC61
Overall length	2,195 mm (86.4 in)
Overall width	760 mm (29.9 in)
Overall height	1,130 mm (44.5 in)
Wheelbase	1,525 mm (60.0 in)
Minimum ground clearance	140 mm (5.5 in)
Caster angle	27° 00′
Trail	110 mm (4.3 in)
Curb weight	**NC700S** 211 kg (465 lb) **NC700SA** 215 kg (474 lb) **NC700SD** 225 kg (496 lb)
Maximum weight capacity*1	209 kg (461 lb)
Maximum luggage weight	27 kg (60 lb)
Passenger capacity	Rider and 1 passenger
Minimum turning radius	3.0 m (9.9 ft)

*1 Including rider, passenger, all luggage, and accessories

Displacement		670 cm³ (40.9 cu-in)
Bore × stroke		73.0 × 80.0 mm (2.87 × 3.15 in)
Compression ratio		10.7:1
Fuel		Unleaded petrol Recommended: 91 RON or higher
Tank capacity		14.1 litres (3.73 US gal, 3.10 Imp gal)
Battery		YTZ12S 12V-11.0Ah (10 HR) / 11.6Ah (20 HR)
Gear ratios	**NC700S/SA**	1st 2.812
		2nd 1.894
		3rd 1.454
		4th 1.200
		5th 1.033
		6th 0.837
	NC700SD	1st 2.666
		2nd 1.904
		3rd 1.454
		4th 1.200
		5th 1.033
		6th 0.837
Reduction ratios (primary / final)	**NC700S/SA**	1.731 / 2.687
	NC700SD	1.921 / 2.437

12 NC700S (NM-1)-32MGS600.book 127 ページ ２０１２年４月１８日 水曜日 午後６時１７分

■ Service Data

Tyre size	Front	120/70ZR17M/C (58W)
	Rear	160/60ZR17M/C (69W)
Tyre type		Radial, tubeless
Recommended Tyres	Front	BRIDGESTONE BT023F G METZELER ROADTEC Z8 INTERACT E
	Rear	BRIDGESTONE BT023R G METZELER ROADTEC Z8 INTERACT
Tyre air pressure	Front	250 kPa (2.50 kgf/cm², 36 psi)
	Rear	290 kPa (2.90 kgf/cm², 42 psi)
Minimum tread depth	Front	1.5 mm (0.06 in)
	Rear	2.0 mm (0.08 in)
Spark plugs	(standard)	IFR6G-11K (NGK)
Spark plug gap	(non-adjustable)	1.00 to 1.10 mm (0.039 to 0.043 in)
Idle speed		1,200 ± 100 rpm
Recommended engine oil		Honda 4-stroke motorcycle oil API Service Classification SG or higher, excluding oils marked as "Energy Conserving," SAE 10W-30, JASO T 903 standard MA

Engine oil capacity	**NC700S/SA**	
	After draining	3.1 litres (3.3 US qt, 2.7 Imp qt)
	After draining & engine oil filter change	3.4 litres (3.6 US qt, 3.0 Imp qt)
	After disassembly	3.7 litres (3.9 US qt, 3.3 Imp qt)
	NC700SD	
	After draining	3.2 litres (3.4 US qt, 2.8 Imp qt)
	After draining & engine oil filter change	3.4 litres (3.6 US qt, 3.0 Imp qt)
	After draining, engine & clutch oil filter change	3.4 litres (3.6 US qt, 3.0 Imp qt)
	After disassembly	4.1 litres (4.3 US qt, 3.6 Imp qt)
Recommended brake fluid	Honda DOT 4 Brake Fluid	
Cooling system capacity	1.69 litres (1.79 US qt, 1.49 Imp qt)	
Recommended coolant	Pro Honda HP Coolant	

Recommended drive chain lubricant	Drive chain lubricant designed specifically for O-ring chains	
Drive chain slack	25 to 35 mm (1.0 to 1.4 in)	
Standard drive chain	DID 520V0 or RK 520MKO	
	No. of links	**NC700S/SA** 114 **NC700SD** 112
Standard sprocket sizes	Engine sprocket	16T
	Rear wheel sprocket	**NC700S/SA** 43T **NC700SD** 39T

■ Bulbs

Headlight	12V-60/55W
Brake/Tail light	12V-21/5W
Front turn signal lights	12V-21W × 2
Rear turn signal lights	12V-21W × 2
Position light	12V-5W

■ Fuses

Main fuse	30A	
Other fuses	**NC700S**	15A, 7.5A
	NC700SA/SD	30A, 15A, 7.5A

■ Torque Specifications

Maintenance lid screws	3 N·m (0.3 kgf·m, 2.2 lbf·ft)
Engine oil drain bolt	30 N·m (3.1 kgf·m, 22 lbf·ft)
Oil filter	26 N·m (2.7 kgf·m, 19 lbf·ft)
Front wheel axle shaft	74 N·m (7.5 kgf·m, 55 lbf·ft)
Front wheel brake caliper mounting bolts	30 N·m (3.1 kgf·m, 22 lbf·ft)
Front wheel axle pinch bolt	22 N·m (2.2 kgf·m, 16 lbf·ft)
Rear wheel axle nut	98 N·m (10.0 kgf·m, 72 lbf·ft)
NC700SD only Parking brake caliper mounting bolts	31 N·m (3.2 kgf·m, 23 lbf·ft)
Drive chain adjusting lock nuts	21 N·m (2.1 kgf·m, 15 lbf·ft)
Brake/tail light assembly screw C	6 N·m (0.6 kgf·m, 4.4 lbf·ft)

Index

A
ABS (Anti-lock Brake System)
Indicator 28, 96
Accessories..... 16
AT Mode..... 27, 37, 39, 40
AT/MT Switch 33

B
Battery..... 55, 69
Brakelight Switch..... 91
Brakes
Fluid..... 58, 78
Pad Wear 79
Parking Brake..... 80
Braking 12
Bulb
Brake/Tail Light 110
Front Turn Signal..... 111
Headlight 108
Position Light 109
Rear Turn Signal..... 111

C
Caring for Your Motorcycle..... 120
Clutch Oil Filter..... 74
Clutch System 86
Colour Label 54
Combined ABS..... 13
Coolant 59, 76
Crankcase Breather 90

D
D Mode 27, 37, 39, 40
Digital Clock Adjustment..... 25
Drive Chain 82

E
Electrical Trouble..... 107
Engine
Number..... 125
Oil 57, 70
Oil Filter..... 72
Overheats..... 94
Starting 34
Stop Switch 30, 33, 34, 35, 116

Stopping 116
Environment 124
Equipment
Owner's Manual 46, 117
Tool Kit 64

F
Flooded Engine 34
Frame Number 125
Fuel
Gauge 23
Recommended 43
Remaining 23
Tank Capacity 43
Fuels Containing Alcohol 118
Fuses 56, 112

G
Gasohol 118
Gear Position Indicator 27

H
Hazard Switch 30, 32
Headlight Aim 91
Headlight Dimmer Switch 30, 32
Helmet Holder 47
High Beam Indicator 29
High Coolant Temperature Indicator 28, 94
HISS Indicator 29, 93
Horn Button 30, 33

I
Ignition Cut-off System
Banking Sensor 117
Side Stand 81
Ignition key 115
Ignition Switch 31, 33, 34, 35
Image Labels 6
Indicators 28
Instruments 22

L
Labels 6
Load Limits 17
Loading Guidelines 17

Low Oil Pressure Indicator..... 28, 95
Lower Cowl 66
Luggage Box 44

M
Maintenance
  Fundamentals 53
  Importance 49
  Safety 49
  Schedule 50
Maximum Weight Limit..... 17
Modifications 16
MT Mode 27, 37, 39, 40, 41

N
N-D Switch..... 33
Neutral Indicator..... 29

O
Odometer..... 23, 116
Oil
  Engine 57, 70
Overheating 94

P
Parking..... 14
Parking Brake 32
Parking Brake Indicator 29
Parts Location 18
Passing Light Control Switch 30, 32
Petrol..... 43, 118
PGM-FI (Programmed Fuel Injection)
  malfunction indicator lamp (MIL) 28, 95
Protective Apparel 11

R
Rear Seat..... 42
Recommended
  Coolant..... 59
  Fuel..... 43
  Oil..... 57
Refuelling 42
Removal
  Clip 68
  Lower Cowl..... 66
  Maintenance Lid..... 65
Repair Kit..... 99

Riding Precautions 12

S

S Mode 27, 37, 39, 40
Safety Precautions 11
Serial Numbers 125
Shift Switch 32
Shifting Gears 36
Side Stand 81
Side Stand Ignition Cut-off System 81
Specifications 126
Speedometer 23
Start Button 30, 33, 34, 35
Starting the Engine 34
Steering Lock 31
Stopping Engine 116
Storage
  Equipment 44
  Helmet 45
  Luggage Box 44
  Owner's Manual 46, 117
  Tool Kit 46
Storing Your Motorcycle 122
Switches 30

T

Tachometer 23
Throttle 89
Tool Kit 64
Transporting Your Motorcycle 123
Tripmeter 23, 116
Troubleshooting 92
Turn Signal Indicators 29
Tyres
  Air Pressure 60
  Puncture 99
  Replacing 60, 99

W

Warning Indicators On 95
Washing Your Motorcycle 120
Weight Limit 17
Wheels
  Front removal 100
  Rear removal 103